"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Cloudy Friday; Saturday, fair; moderate to brisk west winds.
For full weather report see Page 23.

VOL. LXI...NO. 19,809. * * * NEW YORK, FRIDAY, APRIL 19, 1912.—TWENTY-FOUR PAGES. ONE CENT In Greater New York, Jersey City, and Newark. Elsewhere. TWO CENTS.

745 SAW TITANIC SINK WITH 1,595, HER BAND PLAYING; HIT ICEBERG AT 21 KNOTS AND TORE HER BOTTOM OUT; 'I'LL FOLLOW THE SHIP,' LAST WORDS OF CAPT. SMITH. MANY WOMEN STAYED TO PERISH WITH HUSBANDS

Rescue Ship Arrives—Thousands Gather At the Pier.

FOUR BODIES BROUGHT IN

206 of the Crew and 4 Officers Are Among Those Rescued.

THREE LIFEBOATS LOST

Two Filled with Women Were Drawn Under and One Was Swamped.

SURVIVORS HURRIED AWAY

Many Among Them Ill as a Result of Long Hours Spent in Open Boats.

HOW BRUCE ISMAY ESCAPED

Several Versions of This—One Is That He Was Persuaded by Women in a Lifeboat to Go.

The Cunard liner Carpathia, not only a rescue ship, but a hospital ship as well, steamed slowly up the harbor last night and made fast to the Cunard pier 54, at Fourteenth Street and North River at 9:35 o'clock. She brought with her the first definite, authentic news which has been received since Monday of the sinking early on that morning of the giant White Star Liner Titanic, the biggest steamship afloat.

For hours the pier to which she made fast echoed with the shrieks of women and even of men, who seemed driven temporarily insane by their experiences of the last few days. But finally these facts were learned from the rescue ship:

The sinking Titanic carried with her to death 1,595 persons.

Those who were rescued number just 745.

More than this number were picked up from the Titanic's boats and from pieces of wreckage to which they clung, but four died of exposure after having been transferred to the Carpathia and were buried at sea.

Of the 745 who reached here last night 210 were members of the crew, most of them stewards and firemen. Only four officers were saved.

Two Versions of Ismay's Escape.

A great deal of interest among the crowds awaiting to greet survivors centred in how J. Bruce Ismay left the Titanic. Various tales of his going were told, one having it that he was a passenger in Lifeboat 1.

In this boat also were Sir Cosmo and Lady Duff Gordon, and only nine other persons, and some of the survivors spoke of it last night at "The Millionaires' Special." It was said that Mr. Ismay later had the crew of this boat photographed aboard the Carpathia and that he liberally rewarded them.

Another version, according to a statement said to have been made by T. D. M. Cardeza of Philadelphia in the lobby of the Ritz-Carlton last night, was that Mr. Ismay had been persuaded to enter one of the lifeboats by the women who had already embarked in it.

The hardships of those who were rescued were extreme. Dozens of women were taken from the Carpathia last night, ill and almost deranged for the moment.

Band Played As Titanic Sank.

Survivors said that the lifeboats in which they floated for hours were not stocked with food or water and that this added greatly to the hardship which the exposure to rain and cold

Two of the lifeboats which put off from the Titanic were sucked beneath the waves by the sinking of the giant liner. Another, loaded, as were the other two, with passengers, mostly women, was swamped as she tried to get away from the Titanic.

Many persons were picked up by the lifeboats after the Titanic had sank.

The big steamship went down with the band playing "Autumn." Every soul remaining aboard the vessel had

Continued on Page 5.

CRETA CREME HAND SOAP.
Will not chap the hands. Large Can 15c. —Adv.

Angostura Bitters just what you need to tone up the system in the Spring.—Adv.

THRILLING STORY BY TITANIC'S SURVIVING WIRELESS MAN

Bride Tells How He and Phillips Worked and How He Finished a Stoker Who Tried to Steal Phillips's Life Belt—Ship Sank to Tune of "Autumn"

BY HAROLD BRIDE, SURVIVING WIRELESS OPERATOR OF THE TITANIC.

(This statement was dictated by Mr. Bride to a reporter for THE NEW YORK TIMES, who visited him with Mr. Marconi in the wireless cabin of the Carpathia a few minutes after the steamship touched her pier.)

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In the first place, the public should not blame anybody because more wireless messages about the disaster to the Titanic did not reach shore from the Carpathia. I positively refused to send press dispatches because the bulk of personal messages with touching words of grief was so large. The wireless operators aboard the Chester got all they asked for. And they were wretched operators.

They knew American Morse but not Continental Morse sufficiently to be worth while. They taxed our endurance to the limit.

I had to cut them out at last, they were so insufferably slow, and go ahead with our messages of grief to relatives. We sent 119 personal messages to-day, and 50 yesterday.

When I was dragged aboard the Carpathia I went to the hospital at first. I stayed there for ten hours. Then somebody brought word that the Carpathia's wireless operator was "getting queer" from the work.

They asked me if I could go up and help. I could not walk. Both my feet were broken or something, I don't know what. I went up on crutches with somebody helping me.

I took the key and I never left the wireless cabin after that. Our meals were brought to us. We kept the wireless working all the time. The navy operators were a great nuisance. I advise them all to learn the Continental Morse and learn to speed up in it if they ever expect to be worth their salt. The Chester's man thought he knew it, but he was as slow as Christmas coming.

We worked all the time. Nothing went wrong. Sometimes the Carpathia man sent and sometimes I sent. There was a bed in the wireless cabin. I could sit on it and rest my feet while sending sometimes.

To begin at the beginning, I joined the Titanic at Belfast. I was born at Nunhead, England, 22 years ago, and joined the Marconi forces last July. I first worked on the Hoverford, and then on the Lusitania. I joined the Titanic at Belfast.

Asleep When Crash Came.

I didn't have much to do aboard the Titanic except to relieve Phillips from midnight until some time in the morning, when he should be through sleeping. On the night of the accident, I was not sending, but was asleep. I was due to be up and relieve Phillips earlier than usual. And that reminds me—if it hadn't been for a lucky thing, we never could have sent any call for help.

The lucky thing was that the wireless broke down early enough for us to fix it before the accident. We noticed something wrong on Sunday and Phillips and I worked seven hours to find it. We found a "secretary" burned out, at last, and repaired it just a few hours before the iceberg was struck.

Phillips said to me as he took the night shift. "You turn in, boy, and get some sleep, and go up as soon as you can and give me a chance. I'm all done for with this work of making repairs."

There were three rooms in the wireless cabin. One was a sleeping room, one a dynamo room, and one an operating room. I took off my clothes and went to sleep in bed. Then I was conscious of waking up and hearing Phillips sending to Cape Race. I read what he was sending. It was traffic matter.

I remembered how tired he was and I got out of bed without my clothes on to relieve him. I didn't even feel the shock. I hardly knew it had happened after the Captain had come to us. There was no jolt whatever.

I was standing by Phillips telling him to go to bed when the Captain put his head in the cabin. "We've struck an iceberg," the Captain said, "and I'm having an inspection made to tell what it has done for us. You better get ready to send out a call for assistance. But don't send it until I tell you."

The Captain went away and in 10 minutes, I should estimate the time, he came back. We could hear a terrible confusion outside, but there was not the least thing to indicate that there was any trouble. The wireless was working perfectly.

"Send the call for assistance," ordered the Captain, barely putting his head in the door.

"What call should I send?" Phillips asked.

"The regulation international call for help. Just that."

Then the Captain was gone. Phillips began to send "C. Q. D." He flashed away at it and we joked while he did so. All of us made light of the disaster.

Joked at Distress Call.

We joked that way while he flashed signals for about five minutes. Then the Captain came back.

"What are you sending?" he asked.

"C. Q. D.," Phillips replied.

The humor of the situation appealed to me. I cut in with a little remark that made us all laugh, including the Captain.

"Send 'S. O. S.,' I said. "It's the new call, and it may be your last chance to send it."

Phillips with a laugh changed the signal to "S. O. S." The Captain told us we had been struck amidships, or just back of amidships. It was ten minutes, Phillips told me, after he had noticed the iceberg, that the slight jolt that was the collision's only signal to us occurred. We thought we were a good distance away.

We said lots of funny things to each other in the next few minutes. We picked up first the steamship Frankfurd. We gave her our position and said we had struck an iceberg and needed assistance. The Frankfurd operator went away to tell his Captain.

He came back and we told him we were sinking by the head. By that time we could observe a distinct list forward.

The Carpathia answered our signal. We told her our position and said we were sinking by the head. The operator went to tell the Captain, and in five minutes returned and told us that the Captain of the Carpathia was putting about and heading for us.

Great Scramble on Deck.

Our Captain had left us at this time and Phillips told me to run and tell him what the Carpathia had answered. I did so, and I went through an awful mass of people to his cabin. The decks were full of scrambling men and women. I saw no fighting, but I heard tell of it.

I came back and heard Phillips giving the Carpathia fuller directions. Phillips told me to put on my clothes. Until that moment I forgot that I was not dressed.

I went to my cabin and dressed. I brought an overcoat to Phillips. It was very cold. I slipped the overcoat upon him while he worked.

Every few minutes Phillips would send me to the Captain with little messages. They were merely telling how the Carpathia was coming our way and gave her speed.

I noticed as I came back from one trip that they were putting off women and children in lifeboats. I noticed that the list forward was increasing.

Phillips told me the wireless was growing weaker. The Captain came and told us our engine rooms were taking water and that the dynamos might not last much longer. We sent that word to the Carpathia.

I went out on deck and looked around. The water was pretty close up to the boat deck. There was a great scramble aft, and how poor Phillips worked through it I don't know.

He was a brave man. I learned to love him that night and I suddenly felt for him a great reverence to see him standing there sticking to his work while everybody else was raging about. I will never live to forget the work of Phillips for the last awful fifteen minutes.

I thought it was about time to look about and see if there was anything detached that would float. I remembered that every member of the crew had a special life belt and ought to know where it was. I remembered mine was under my bunk. I went and got it. Then I thought how cold the water was.

I remembered I had some boots and I put those on, and an extra jacket and I put that on. I saw Phillips standing out there still sending away, giving the Carpathia details of just how we were doing.

We picked up the Olympic and told her we were sinking by the head and were about all down. As Phillips was sending the message I strapped his life belt to his back. I had already put on his overcoat.

I wondered if I could get him into his boots. He suggested with a sort of laugh that I look out and see if all the people were off in the boats, or if any boats were left, or how things were.

The Last Boat Left.

I saw a collapsible boat near a funnel and went over to it. Twelve men were trying to boost it down to the boat deck. They were having an awful time. It was the last boat left. I looked at it longingly a few minutes. Then I gave them a hand, and over she went. They all started to scramble in on the boat deck, and I walked back to Phillips. I said the last raft had gone.

Then came the Captain's voice: "Men, you have done your full duty. You can do no more. Abandon your cabin. Now it's every man for himself. You look out for yourselves. I release you. That's the way of it at this kind of a time. Every man for himself."

I looked out. The boat deck was awash. Phillips clung on sending and sending. He clung on for about ten minutes or maybe fifteen minutes after the Captain had released him. The water was then coming into our cabin.

While he worked something happened I hate to tell about. I was back in my room getting Phillips's money for him, and as I looked out the door I saw a stoker, or somebody from below decks, leaning over Phillips from behind. He was too busy to notice what the man was doing. The man was slipping the life belt off Phillips's back.

He was a big man, too. As you can see, I am very small. I don't know what it was I got hold of. I remembered in a flash the way Phillips had clung on—how I had to fix that life belt in place because he was too busy to do it.

I knew that man from below decks had his own life belt and should have known where to get it.

I suddenly felt a passion not to let that man die a decent sailor's death. I wished he might have stretched rope or walked a plank. I did my duty. I hope I finished him. I don't know. We left him on the cabin floor of the wireless room and he was not moving.

Band Plays in Rag-Time.

From aft came the tunes of the band. It was a rag-time tune, I don't know what. Then there was "Autumn." Phillips ran aft and that was the last I ever saw of him alive.

I went to the place I had seen the collapsible boat on the boat deck, and to my surprise I saw the boat and the men still trying to push it off. I guess there wasn't a sailor in the crowd. They couldn't do it. I went up to them and was just lending a hand when a large wave came awash of the deck.

The big wave carried the boat off. I had hold of an oarlock and I went off with it. The next I knew I was in the boat.

But that was not all. I was in the boat and the boat was upside down and I was under it. And I remember realizing I was wet through, and that whatever happened I must not breathe, for I was under water.

I knew I had to fight for it and I did. How I got out from under the boat I do not know, but I felt a breath of air at last.

There were men all around me—hundreds of them. The sea was dotted with them, all depending on their life belts. I felt I simply had to get away from the ship. She was a beautiful sight then.

Smoke and sparks were rushing out of her funnel. There must have been an explosion, but we had heard none. We only saw the big stream of sparks. The ship was gradually turning on her nose—just like a duck does that goes down for a dive. I had only one thing on my mind—to get away from the suction. The band was still playing. I guess all of the band went down.

They were playing "Autumn" then. I swam with all my might. I suppose I was 150 feet away when the Titanic, on her nose, with her after-quarter sticking straight up in the air, began to settle—slowly.

Pulled Into a Boat.

When at last the waves washed over her rudder there wasn't the least bit of suction I could feel. She must have kept going just so slowly as she had been.

I forgot to mention that, besides the Olympic and Carpathia we spoke some German boat. I don't know which, and told them how we were. We also spoke the Baltic. I remembered those things as I began to figure what ships would be coming toward us.

I felt, after a little while, like sinking. I was very cold. I saw a boat of some kind near me and put all my strength into an effort to swim to it. It was hard work. I was all done when a hand reached out from the boat and pulled me aboard. It was our same collapsible. The same crowd was on it.

There was just room for me to roll on the edge. I lay there not caring what happened. Somebody sat on my legs. They were wedged in between slats and were being wrenched. I had not the heart left to ask the man to move. It was a terrible sight all around—men swimming and sinking.

I lay where I was, letting the man wrench my feet out of shape. Others came near. Nobody gave them a hand. The bottom-up boat already had more men than it would hold and it was sinking.

At first the larger waves splashed over my clothing. Then they began to splash over my head and I had to breathe when I could.

As we floated around on our capsized boat and I kept straining my eyes for a ship's lights, somebody said, "Don't the rest of you think we ought to pray?" The man who made the suggestion asked what the religion of the others was. Each man called out his religion. One was a Catholic, one a Methodist, one a Presbyterian.

It was decided the most appropriate prayer for all was the Lord's Prayer. We spoke it over in chorus with the man who first suggested that we pray as the leader.

Some splendid people saved us. They had a right-side-up boat, and it was full to its capacity. Yet they came to us and loaded us all into it. I saw some lights off in the distance and knew a steamship was coming to our aid.

I didn't care what happened. I just lay and gasped when I could and felt the pain in my feet. At last the Carpathia was alongside and the people were being taken up a rope ladder. Our boat drew near and one by one the men were taken off of it.

One Dead on the Raft.

One man was dead. I passed him and went to the ladder, al-

Continued on Page 2.

1,595 Went to Death on the Titanic.

NUMBER ABOARD		THE SAVED	
First Class	330	First Class	210
Second Class	320	Second Class	125
Third Class	750	Third Class	200
Officers and Crew	940	Officers and Crew	210
Total	2,340	Total	745

Of the members of the crew saved, 4 were officers, 39 seamen, 96 stewards, and 71 firemen.

LOW EXCURSION RATES TO GEORGIA.
SOUTHERN RAILWAY will sell tickets from Washington to Macon, Ga., and return, $14.70, May 6, 6, 7 and 8. A splendid opportunity to visit Georgia. Information N. Y. Office, 264 Fifth Ave., Cor. 29th.—Adv.

Col. Astor Went Down Waving Farewells to His Bride.

SOME STORIES OF PANIC

Others Say Order Was Maintained—Mrs. Straus Clung to Husband's Side.

SHOCK CALLED "SLIGHT JAR"

Card Playing Continued in the Cabin and None Realized the End Was Near.

SOME HEARD SHOTS FIRED

A False Rumor of Captain's Suicide and of Shooting of Men Rushing for Boats.

MEN LEAPED INTO THE SEA

Col. Gracie Saved Another with Himself—Says Titanic Did Not Slow Up.

In a clear starlit night that showed a clear, deep, blue sea for miles and miles, the Titanic, an hour after she had struck a submerged iceberg at full speed and head on, sank slowly to her ocean grave. The bottom of the big ship had been ripped open. Her band, lined on deck, was playing pleasant music as she sank in full view of the boatloads of her wretched survivors, and those left of her passengers and crew—fully two-thirds—stood quietly and resigned on deck, awaiting the final plunge.

The bow went under first and then the huge hulk slowly settled until she stood nearly upright, with 15 feet showing out of water. There she hung, a fascinating but fearful spectacle, and then dropped slowly out of sight.

Captain Refused to Be Rescued.

Capt. Smith died a hero's death. The unwritten law of the sea, which holds with tradition's force all the men who go down to the sea in ships, had cast its spell about him while his great craft was plunging to her doom.

It was left to a fireman of the Titanic to tell the story of the death of Capt. Smith and the last message he left behind him. This man had gone down with the vessel and was clinging to a piece of wreckage about half an hour before he finally joined several members of the Titanic's company on the bottom of a boat which was floating among other wreckage.

Harry Senior, the fireman, with his eight or nine companions in distress, had just managed to get a firm hold on the upturned boat, when they saw the Titanic rearing preparatory to her final plunge. At that moment, according to the fireman's story, Capt. Smith jumped into the sea from the promenade deck of the Titanic with an infant clutched tenderly in his arms.

It only took a few strokes to bring him to the upturned life boat, where a dozen hands were stretched out to take the little child from his arms and drag him to safety.

"Capt. Smith was dragged on the upturned boat," said the fireman, "he had on a life buoy and a life preserver. He clung there a moment and then he slid off again. For a second time he was dragged from the icy water. Then he took off his life preserver, tossed the life buoy on the inky waters, and slipped into the water again with the words: "I will follow the ship."

At that time there was only a circle of troubled water and some wreckage to show the spot where the biggest of all ocean steamers had sunk out of sight.

Among those who remained on the ship were at least six women who, passengers to go into the lifeboats, had resolutely refused, preferring to meet death hand in hand with the husbands who could not accompany them and share life with them more.

On deck, leaning over the rail and waving his hand to his bride of not many months ago, stood John Jacob Astor. His wife arrived here safely last night and is now at her home, 840 Fifth Avenue.

While utterly exhausted from her severe experiences, she was declared by Nicholas Biddle, a Trustee of the Astor estate, to be in no danger. Her physi-

WAUMBEK AND COTTAGES,
Jefferson, N. H., in the White Mountains. Opens Saturday, June 29th. 18-hole golf course maintained, in excellent condition. Scenic auto route. Attractive family cottages completely furnished for rent, with hotel service. Charles V. Murphy, Mgr. Address Laurel House, Lakewood, N. J., until June 1st.—Adv.

cians, however, had given orders that neither Mrs. Astor nor her maid, who was saved with her, be permitted to talk about the disaster.

Of how Col. Astor met his death Mrs. Astor has no definite conception. She recalled, she thought, that in the confusion as she was about to be put into one of the boats, the Colonel was standing by her side. After that, as Mr. Biddle recounted her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sinking steamer.

Mrs. Astor, it appears, left in one of the last boats which got away from the ship. It was her belief that all the women, who wished to go, had then been taken off. Her impression was that the boat she left in had room for at least fifteen more persons.

Still Hopes He is Saved.

The men for some reason, which, as she recalled last night, she could not and does not now understand, did not seem at all anxious to leave the ship. Almost every one seemed dazed.

"I hope he is alive somewhere. Yes, I cannot think anything else," the young woman said of her husband to her father, as she left the latter to go to the Astor home, according to some who overheard her parting remarks.

The chief steerage steward of the Titanic, who came in on the Carpathia, says he saw John Jacob Astor standing by the life ladder as the passengers were being embarked. His wife was beside him, the steward said. The Colonel left her to go to the purser's office for a moment, and that was the last he saw of him.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers of the line to make all the speed of which she was capable.

This was the statement made last night by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said that the ship was making 21 knots an hour, and the officers were trying to live up to the orders to break a record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted 'port your helm.' I did so, but it was too late. We struck the submerged portion of the berg."

Accounts vary of the happenings aboard the Titanic and around her after the fatal shock, but in the main, according to the survivors, there was order and quiet aboard the stricken liner, the rule of the sea being followed throughout, and the men very quietly, firmly, and almost eagerly, standing back while the small lifeboats were filled with women, many of whom, believing even till the last that the great Titanic was unsinkable, refused to leave the liner and trust themselves to the frail boats on the sea until actually thrust into the boats.

Among those who had gone down in that quiet grave were some who had tried desperately to get away; others there were who had gone there all but gladly, readily, and resigned.

Seven of these, at least, were women who had refused the proffered safety to remain and die with their husbands.

Such were Mrs. Isidor Straus, Mrs. W. F. Hopkins, Mrs. Quigg Baxter, Mrs. Charles M. Hayes, Mrs. Thomas Pears, Mrs. Max Stehlin, and Mrs. Frank P. Wood. Their husbands, standing hand in hand with them on the darkened deck, went calmly to death with them.

Most of the survivors were loud in their praises of the conduct of the men passengers as well as of the officers and crew.

According to other survivors, however, and apparently in other parts of the vessel, there were scenes of confusion and violence, Chinese stokers piling into the bottom of the boats before the women could clamber in, and attempting violently in at least one instance to wrest away and even cut from off one passenger the lifejacket he had put around him. Scores of second and third class passengers, with lifejackets around them, after the lifeboats had been filled with women and sent away, leaped overboard into the sea amid great chunks of the iceberg their ship had splintered, and there met the death they feared aboard.

Tell of Shots Fired.

Calm in the midst of the terrible scene, commanding his crew and the remaining passengers as his ship settled slowly into her ocean grave, Capt. Edward Smith, the aged skipper of the world's greatest ocean queen, stood at the bridge under the quiet stars. Some said they saw him swept away by a wave, and then swim back. According to others of the survivors, shots rang out in the still night, and it was reported among the passengers that an officer of the ship had shot two men passengers who had tried to force their way into the lifeboats with the women, thereafter shooting himself. Still others, however, declared that the shots were fired by the Captain, and it was reported that both he and the Chief Engineer of the vessel had shot themselves.

Vessel Sank All Alight.

The wretched survivors, piled helpless and raving into the little lifeboats under the silent stars, saw themselves rowed quickly away from the doomed steamship over the smooth, dark sea. They saw the portholes of the vessel, still brightly lighted almost to the last, sink row by row into the deep, and the great ship, with their loved ones aboard, plunge slowly into her ocean grave.

Though some of the little boats had not even passed beyond what was considered the suction zone, there was practically no suction, and the boats felt never a tremor as the liner went sighing to her grave. They were rowed smoothly, swiftly on with the precious human cargo they had saved.

Later, when they were alone on the sea some were rowed back to where the Titanic had disappeared, and there over the grave of the Titanic and those who went down on her they rowed around and around under the stars. But their search was vain.

Col. Gracie's Miraculous Rescue.

Col. Archibald Gracie thinks he was the sole survivor after the wave that swept the Titanic just before her final plunge had passed. He had been driven to the topmost deck.

"I jumped with the wave," said he. "Just as I often have jumped with the breakers at the seashore. By great good fortune I managed to grasp the brass railing on the deck above, and I hung on by might and main. When the ship plunged down I was forced to let go, and I was swirled around and around for what seemed to be an interminable time. Eventually I came to the surface, to find the sea a mass of tangled wreckage.

"Luckily I was unhurt, and, casting about, managed to seize a wooden grating floating near by. When I had recovered my breath, I discovered a larger liferaft which had floated up. A man, whose name I did not learn, was struggling toward it from some wreckage to which he had clung. I cast off and helped him to get on the raft, and we then began the work of rescuing those who had jumped into the sea and were floundering in the water.

Had to Warn Unfortunates Off.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half-dead, besought us to save them, and one or two made an effort to reach us, but we had to warn them away. Had we made any effort to save them, we all might have perished.

Col. Gracie denied with emphasis that any men were fired upon, and declared that only once was a revolver discharged.

"This was for the purpose of intimidating some of the steerage passengers," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air, and when the foreigners were told that the next would be directed at them they promptly returned to the deck. There was no confusion and no panic."

Says Jar Was Slight.

Contrary to the general expectation, there was no jarring impact when the vessel struck, according to the army officer. He was in his berth when the vessel smashed into the submerged portion of the berg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight.

"Before I retired," said Col. Gracie, "I had a long chat with Charles H. Hays, President of the Grand Trunk Railroad. One of the last things Mr. Hays said was: 'The White Star, the Cunard, and the Hamburg-American Lines are devoting their attention and ingenuity in vying one with the other to attain the supremacy in luxurious ships and in making speed records. The time will soon come when this will be checked by some appalling disaster.'

"Poor fellow, a few hours later he was dead!"

Warm Praise for Col. Astor.

"The conduct of Col. John Jacob Astor was deserving of the highest praise," Col. Gracie declared. "The wealthy New Yorker," he said, "devoted all his energy to saving his young bride.

"Col. Astor helped us in our efforts to get her into the boat," said Col. Gracie. "I lifted her into the boat, and as she took her place Col. Astor requested permission of the second officer to go with her for her own protection.

"'No, Sir,' replied the officer, 'not a man shall go on a boat until the women are all off.'

"Col. Astor then inquired the number of the boat, which was being lowered away, and turned to the work of clearing the other boats and in reassuring the frightened and nervous women.

"By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered every one to rush to starboard. This we did, and we found the crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer and George Widener, both of Philadelphia."

Says Titanic Did Not Slow Up.

Col. Gracie said that, despite the warnings of icebergs, no slowing down of speed was ordered by the commander of the Titanic. There were other warnings, too, he said.

"In the twenty-four hours' run ending the 14th," he said, "the ship's run was 546 miles, and we were told that the next twenty-four hours would see even a better record posted. No diminution of speed was indicated in the run and the engines kept up their steady running.

"The officers, I am credibly informed, had been advised by wireless from other ships of the presence of icebergs and dangerous floes in that vicinity. The sea was smooth as glass and the weather was clear, so that it seems there was no occasion for fear.

"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. The few that appeared on deck early had taken their time to dress properly, and there was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion.

"On the port side a glance over the side failed to show any evidence of damage, and the vessel seemed to be on an even keel. James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the last women seen by Col. Gracie, he said, was Miss Evans of New York, who virtually refused to be rescued, because, according to the army officer, "she had been told by a fortune-teller in London that she would meet her death on the water."

The accounts of the scenes that preceded and followed the sinking of the Titanic, as gathered from the various survivors on their arrival here last night, differed, and in some material facts widely, and the happenings would seem to have been different in different parts of the ship. But the accounts of all were thrilling. The horror of that scene was made the greater by the deadly calm and beauty of the night in which, as in a dream, the terrible sea drama was enacted.

Bottom Was Ripped Open.

According to Dr. Washington Dodge, Assessor of the Port of San Francisco, who, with his wife and 4-year-old son, Washington, Jr., was among the survivors in the first cabin of the Titanic, the ship struck the iceberg head on and her bottom was ripped open forward and thrown slightly to starboard. Most of the passengers were asleep in their staterooms at the time.

"I was awakened by the shock, but not thrown out of my berth," he said. "Hurriedly awakening Mrs. Dodge, and throwing on some scant clothing, I hurried with her and our boy up to the deck. I was not much alarmed, because everything in the ship, as I passed through it, was quiet and orderly as ever. We reached the deck.

"There all was still and calm and beautiful. The stars were out, and under the sky the sea could be seen stretching away dark and motionless. There were a few persons on deck who had been watching the beautiful scene. Half a dozen deckhands scurried over the deck. It was from these that we and other passengers on coming out of their cabins first slowly, then more rapidly and in greater numbers, first learned what had happened.

"'We have struck an iceberg,' shouted several of them, as they hurried across the deck, too busy obeying orders to stop and talk.

"Several passengers, upon asking officers whether the ship was in danger of sinking, were reassured by them that there was no danger. They returned, spreading the news among the others that there was no danger, that the Titanic was unsinkable. They looked out over the calm sea and over the deck of the huge liner. Some of them, after chatting a little longer, even returned to their staterooms.

"There was little or no excitement aboard at this time. Not long afterward, however, the ship began to list forward, with a slight lean to starboard. Those on deck, beginning to feel themselves slide slowly on the sloping deck, now became frightened, and for the first time began to suspect that the huge queen of the ocean, to which they had but a moment before trusted, so completely, might, after all, be not invincible to the shock. Women on the deck began to cry, and for five minutes—the only period, according to some of the passengers, in which there was anything even resembling panic—there was confusion, uproar, and alarm.

"The officers of the Titanic, however, presently restored confidence, circulating among the passengers on deck and assuring them that the wireless had already got into communication with many ships, half a dozen of which were near at hand and hurrying to stand by the Titanic, in case there were any danger not yet suspected.

"'She won't sink,' they told the passengers, and some of them even smiled, half in confidence and half reassuringly, as they hurried over the decks.

Reassured by Calm Sea.

"The clearness of the night and the calmness of the sea, however, did most of all to reassure the passengers and allay our first fears. It seemed as if no small vessel, much less the great, new Titanic, could come to harm in such a night and on such a sea.

"And yet on the deck, where we could see no split or scar, there were other evidences of the power of the blow which had been dealt. Great chunks of ice lay scattered far and wide, where they had fallen after the impact with the iceberg.

"Presently, too, from several of the deckhands that darted to and fro, the news was spread that the shock had sprung several plates, and that three air compartments were beginning to fill. Still, however, the officers, according to Dr. Dodge and other passengers, kept reassuring the passengers, telling them that there was no danger, and that the Titanic couldn't sink. They said this, even when the ship listed, though now more slowly, forward and to starboard.

Women Refused to Enter Boats.

"At this point the lifeboats were manned, and the order came for the women to go in first. Most of the women, however, according to Dr. Dodge, still hearing on all sides the reassurances of the officers and men passengers that the Titanic could not sink, and looking over the quiet deck and the orderly crowd, refused to climb into the small boats and be put possibly out upon the sea in these. The ship looked safer.

"'She can't sink,' they kept saying," declared Dr. Dodge, "and they refused point blank to enter the boats, for at least ten minutes after the order came.

"I shoved my wife and boy into the second boat just before it was lowered. Only women and children were in that boat, the order of loading them in being to put in first the women and children and then the maid servants."

Many Leaped into Sea.

But some did not wait for the boats. Many of these, belonging to the steerage, had been thrown from their berths when the shock came and rushed terrified out on the deck. At first these, like the rest, were reassured by the confident assurances that the big ship could not sink, but fear awoke more quickly in this part of the ship.

Most of the passengers here, scantily clad, had buckled lifejackets around them almost at the first alarm, and even before the lifeboats had all been lowered many of them jumped. They fell into a sea sterwn with chunks of the splintered iceberg, from which the Titanic had received her deathblow.

According to some of the passengers rescued, there was an explosion on the Titanic just before she sank. This, it would appear, was caused by the leakage of water into the forward part of the ship as the sea poured in through the great gash the iceberg had ripped in her bottom, and came into contact with the heated boilers.

Mrs. Straus Would Not Leave.

Dr. Henry Frauenthal, who was returning on his honeymoon with his bride on the Titanic, declared that throughout there was absolute quiet and order.

"I saw Mrs. Isidor Straus," he said, "and I saw an officer approach her and urge her to get into one of the boats. She had been separated from her husband in a moment of confusion, however, and refused to leave him. 'I will not go unless my husband goes with me,' she kept crying."

Second Officer Admits Speeding.

The time when the ship struck the iceberg was fixed at 11:45 o'clock by the second officer of the Titanic. "She foundered two hours and a half later," he added. He did not agree with the passengers who said she struck head on.

"She struck the 'black' side of the berg," he said, "and crashed into it, not head on, but on her side. Capt. Smith was on the bridge and First Officer Merdock was on watch. The night was clear. There was no moon. The ship was going forward at the time at full speed."

The first lifeboat to put away from the ship, he said, had few passengers, most of them still clinging to their earlier faith in the staunchness of the ship.

It was not long, however, when once the boats began to be lowered in greater number, that efforts were made on many sides to clamber in. Many of the men who had jumped overboard from the bow of the ship and were floundering about helplessly in lifejackets in the water tried to get aboard the boats as they passed, but, according to the officer, were beaten off, as the last boats to leave the liner were overloaded.

This was due to the fact that, as these were being lowered it was stated to those on board the Titanic that there was still room in them, and that all the women had been put in boats. Some of the men, standing on the lower deck, managed to scramble aboard as the lifeboats passed their deck.

Mr. Guggenheim Helped Women.

Four boats, according to William Jones, one of the survivors, were

Continued on Page 3.

TITANIC'S SURVIVING WIRELESS MAN DESCRIBES WRECK

Continued from Page 1.

though my feet pained terribly. The dead man was Phillips. He had died on the raft from exposure and cold, I guess. He had been all in from work before the wreck came. He stood his ground until the crisis had passed, and then he had collapsed, I guess.

But I hardly thought that then. I didn't think much of anything. I tried the rope ladder. My feet pained terribly, but I got to the top and felt hands reaching out to me. The next I knew a woman was leaning over me in a cabin and I felt her hand waving back my hair and rubbing my face.

I felt somebody at my feet and felt the warmth of a jolt of liquor. Somebody got me under the arms. Then I was hustled down below to the hospital. That was early in the day I guess. I lay in the hospital until near night and they told me the Carpathia's wireless man was getting "queer" and would I help.

After that I never was out of the wireless room, so I don't know what happened among the passengers. I saw nothing of Mrs. Astor or any of them. I just worked wireless. The splutter never died down. I knew it soothed the hurt and felt like a tie to the world of friends and home.

How could I then take news queries? Sometimes I let a newspaper ask a question and get a long string of stuff asking for full particulars about everything. Whenever I started to take such a message I thought of the poor people waiting for their messages to go—hoping for answers to them.

I shut off the inquirers, and sent my personal messages. And I feel I did the white thing.

If the Chester had had a decent operator I could have worked with him longer but he got terribly on my nerves with his insufferable incompetence. I was still sending my personal messages when Mr. Marconi and the Times reporter arrived to ask that I prepare this statement.

There were, maybe, 100 left. I would like to send them all, because I could rest easier if I knew all those messages had gone to the friends waiting for them. But an ambulance man is waiting with a stretcher, and I guess I have got to go with him. I hope my legs get better soon.

The way the band kept playing was a noble thing. I heard it first while still we were working wireless, when there was a ragtime tune for us, and the last I saw of the band, when I was floating out in the sea with my life belt on, it was still on deck playing "Autumn." How they ever did it I cannot imagine.

That and the way Phillips kept sending after the Captain told him his life was his own, and to look out for himself, are two things that stand out in my mind over all the rest.

TITANIC'S "C. Q. D." CAUGHT BY A LUCKY FLUKE

Carpathia's Wireless Man Had Finished Work For Night, But Going Back to Verify a "Time Rush" He Caught the Call For Help.

BY HAROLD THOMAS COTTAM, WIRELESS OPERATOR ON THE CARPATHIA.

(Copyright, 1912, by The New York Times Company.)

I got the Titanic's "C. Q. D." call at 11:20 o'clock, New York time, on last Sunday night. It was this:

"Come at once. We've struck a berg. It's a 'C. Q. D.' call, old man."

Then the Titanic's operator followed with his position, which was latitude 41:46 north and longitude 50:14 west.

"Shall I go to the Captain and tell him to turn back at once?" I asked.

"Yes. Yes," came the instant reply.

I went to the bridge and notified First Officer Dean of the call for help. He roused Capt. Rostrom, who was taking his turn below, and he issued orders to turn the ship about immediately.

I hurried back to my cabin, and just as I got there I heard the Titanic working the Frankfort. The Titanic was having trouble in getting the Frankfort's signals because escaping steam and air from the expansion joint were making the signals almost indistinguishable.

I tried to get the Frankfort, for he apparently only got the Titanic's position, but I couldn't raise him.

I think I received the C. Q. D. seven to ten minutes after the Titanic struck.

Got Call by Lucky Fluke.

It was only a streak of luck that I got the message at all, for on the previous night I had been up until 2:30 o'clock in the morning, and the night before that until 3 o'clock, and I had planned to get to bed early that night.

I thought I'd take some general news, as I didn't know how the coal strike in England was going, and I was interested in it. When I had been taking this some time there was a batch of messages coming through for the Titanic from the long-distance Marconi wireless station at Cape Cod, which transmits the day's news at 10:30 New York time every evening.

When Cape Cod had been going some time he started sending a batch of messages for the Titanic, and, having heard the Titanic man being pushed with work during the afternoon, I thought I'd give him a hand by taking them and retransmitting them the following morning, as I had nothing much to work on.

As I was the nearest station to the Titanic, it was more or less my duty to retransmit them to him. When Cape Cod finished I made up my daily list of communications and reported them to the officer on watch. On returning to the cabin I put the telephones on to verify a time rush which I had exchanged with the Parisian early that afternoon. A "time rush" is the slang wireless word for the exchange of ship's time, which is always made when you encounter another ship to see if your clocks agree.

Carpathia Speeded Back.

I put the telephones on and called the Titanic and asked him if he was aware that a batch of messages were being transmitted for him via Cape Cod. And his answer was:

"Come at once. We have struck a berg."

Previous to reporting the communication to the bridge I had been in constant watch, so that I was certain that she must have struck while I was on the bridge, and that was seven to ten minutes before.

After hearing the Frankfort then, I heard the Olympic calling the Titanic with a service message, and as the Titanic didn't reply, apparently he couldn't hear the Olympic. I said to the Titanic:

"Don't you hear the Olympic calling you? Go ahead and call."

My wireless wasn't of as late type as that aboard the Titanic, so that my calls would have had no effect.

The only other ship I heard at this time was the Baltic. She was calling Cape Race. The Titanic exchanged sundry signals with the Carpathia, but apparently the Olympic and the Carpathia were the only ships that heard them.

We steamed with every ounce of speed in us in the direction given by the Titanic, and we reached the spot just before dawn. One of the engineers told me that the Carpathia had been making between 17 and 18 knots. Her usual speed is about 13 to 14 knots.

There was a double watch of men in the engine department, and everything that could be done to hasten our arrival at the location of the Titanic was being done.

Told That Engine Room Was Flooded.

All this time we were hearing the Titanic, sending her wireless out over the sea in a last call for help.

"We are sinking fast," was one which I picked up being sent to the Olympic.

The Frankfort kept calling and asking us what was the matter, but though she must have been nearer to the Titanic than we were, she never arrived there until after we had picked up the survivors and left for New York.

Just before we reached the Titanic I got this message, and it was the last one I received:

"Come quick. Our engine room is flooded up to the boilers."

I answered that our boats were ready, and for them to get theirs ready also, and that we were doing our utmost to get there in time. There was no reply. It was 11:55 New York time when I got this last signal from the Titanic.

I kept calling to warn them to look out for our rockets, which were being constantly sent up, but I shall never know whether he heard me or not.

From 11:55 until we reached the spot where the Titanic foundered I was listening for a spark from his emergency set, and when I didn't hear it I was sure that he had gone down.

Sighted Lifeboats' Beacon.

The first sign we got, shortly before dawn, was a green light off the port bow of the Carpathia. It was a beacon on one of the small boats, and we knew then that the Titanic had gone, but that there were survivors for us to pick up.

I was kept busy in the wireless room for the next few minutes, and the first of the rescue that I saw was a boat alongside and the passengers being hauled aboard.

Most of them were women and children. Some were crying, and they seemed overcome by the calamity. As they were raised to the deck several of them collapsed.

I saw wood and debris from the sunken Titanic when dawn came, but I did not see a body in the water.

Daylight showed that we were right on the scene of the disaster, for there were ten or a dozen boats around us when it became light enough to see, and as rapidly as possible their occupants were taken aboard.

We remained near the spot, looking for additional survivors, for about three hours, and then, convinced that there was no human being alive in the sea of ice in which we floated, we started for New York.

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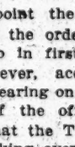
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SURVIVORS' TALES FROM THE TITANIC

Continued from Page 2.

swamped when, heavily laden, they had traveled a few hundred yards from where the Titanic sank. Several of the men among the passengers who went down with her, led by Benjamin Guggenheim, had taken great pains to forestall just such a calamity in the matter of the lifeboats, helping the women into the boats and preventing crowding.

STORIES OF SURVIVORS.

Among the first survivors to leave the Carpathia was Robert W. Daniel of Philadelphia. The majority of the survivors were dazed and seemed unable to talk, but Mr. Daniel gave a thrilling account of the disaster.

Mr. Daniel carried from the Carpathia Mrs. Lucien T. Smith, daughter of Congressman Hughes of West Virginia, in a fainting condition. Mrs. Smith was hurriedly taken from the pier by her father.

Mr. Daniel told this story of his experiences:

"I had just left the music room and disrobed and was in my bunk, when there was a terrific crash. The boat quivered and the lights went out. In the darkness I rushed on deck almost naked.

"There seemed to be thousands fighting and shouting in the dark. Then they got the storage batteries going, and that gave us a little light.

"Capt. Smith was the biggest hero I ever saw. He stood on the bridge and shouted through a megaphone, trying to make himself heard. The crew obeyed his orders as well as could be expected.

Fought Like Crazy Men and Women.

"Five minutes after the crash everybody seemed to have gone insane. Men and women fought, bit and scratched to be in line for the lifeboats. Look at my black eye and cut chin. I got these in the fight.

"Then Capt. Smith seemed to get some order, and the passengers were sent to the fore and aft of the boat."

Continuing, Mr. Daniel said there was a frightful grinding noise throughout.

"I saw men praying as I struggled to get to the rail. Curses and prayers filled the air. Women, who had been in the music room, where a concert had been in progress, were still dressed in evening attire and wearing diamonds. Other women had just got to their bunks and were dressed in flimsy night attire. All rushed with one object—to get to the lifeboats.

"Capt. Smith remained on the bridge, trying to make himself heard. He was still shouting when I last saw him.

"As the passengers got into the lifeboats—women were thrown in if they did not move fast enough—an officer jumped into command, the boats were swung from their davits, and down into the water.

"Hundreds, it seemed, did not wait for the lifeboats. They could see there was no chance for them and they jumped overboard.

"What happened to you?" Mr. Daniel was asked.

"Oh, I can't tell you what happened. I hardly know myself," he returned.

"I was naked. I grabbed something and uttered one prayer. Then I went over the side of the boat—over the side of the boat."

Clung Naked to Ice Cake.

At this point Daniel was so overcome that he had to be led to a rail, where he rested for a few moments.

"Let me smoke a cigarette before I go on," he said.

"After waiting for an interminable time with the collapsible boat in my hands I felt the Titanic sinking under my feet. I could feel her going under at the bows. The storage batteries furnishing the light again gave out, and there was darkness. I tried to wait, but suddenly found myself leaping from the rail, away up in the air, and I felt an eternity before I hit the water. When I came to I felt myself drawn into the suction, and when I felt a cake of ice near I clung to it.

"I was naked. For five hours I battled with icecakes, and when I saw other boats near I almost gave up."

Describing his trip in the Carpathia, Daniel said:

"I did not see Bruce Ismay on board the Carpathia. If my understanding of Capt. Smith is a correct one, I know Smith never would have permitted a man to enter one of those lifeboats.

"I recall that when I got aboard the Carpathia Mrs. John Jacob Astor was assigned to a cabin, given her by one of the passengers in the Carpathia. I did not see Mrs. Astor since Monday morning, but I know she was in the care of a ship's surgeon."

Mr. Daniel thought the horrible pounding and knocking he heard in the last hours of the Titanic's struggle to keep afloat was due to some part of the monster vessel's machinery having given out. He did not think the boat remained close enough to the iceberg to have been pounding against the ice.

Mr. Daniel was asked what was the condition of the survivors when picked up on the life boats.

"Horrible, horrible," was his reply. He added:

"Every one of the persons rescued was on the open sea for hours. We had not a bite to eat. The wind, coming over the sea of ice and the great bergs, chilled us to the marrow of our bones. One or two of the persons in the boats were frozen, I think, to death.

Whole Front Torn Away.

"The Titanic struck the berg at 10:20 o'clock. We could tell from the first that she was sinking. The whole front part of the steamer, it seemed, was torn away."

Continuing, Mr. Daniel said:

"We knew from the first there was no hope. We were doomed. We were confident of that. The vessel gradually went down. The bow entered the water first.

When I got into the boat, I saw a throng of insane, struggling persons at the rail of the doomed ship.

"I know two or three lifeboats were drawn under the wrecked steamer and were lost. Each was filled with passengers.

"A number of passengers, I am confident, were in the bow of the vessel when that part sank. Why they did not go or were not allowed to go to another part of the steamer I don't know.

"It was not possible for us to save personal property. I had a number of things in my stateroom that I would have very much liked to have saved. When the crash came—it seemed as if the whole thing was over in a minute—the passengers were apparently insane. Many of the women, fearing death in many roms, collapsed. Perhaps they died where they were."

Removing a tattered derby, that had been given him by a passenger on the Carpathia, he said:

"I did the best I could."

Then he reeled and was caught by a crowd of men, who had gathered about him.

B. D. Daly, one of the unlisted first-class passengers, was seen by a TIMES reporter while being half carried across the roped-off passage to a motor carriage, which took him to the Hotel Victoria. Mr. Daly is an Englishman. Both of his legs were badly injured, and he could hardly walk. He told this story:

"I was standing on Deck A, near the bridge, after collision. The boat was sinking by the bow. Near me was a lady with a life preserver. I also had on a life preserver.

"A wave swept me into the sea as the vessel sank. The next thing that I knew two men reached into the sea and pulled me into a small boat, which I found later was a collapsible lifeboat.

"For six hours I sat in the boat, which was half to two-thirds filled with water. The temperature was freezing. At the end of the six hours the Carpathia came along and picked us up. I made no effort to save myself other than to put on a life preserver."

Says Another Iceberg Scraped Ship.

Miss Gretchen Longley, daughter of ex-Judge Longley of Hudson, N. Y., told this story:

"I was in my stateroom when the Titanic struck the iceberg. After the shock I went out into the corridor twice. Each time things were so quiet that I thought there was no reason for alarm. My aunt, Mrs. Corinne Andrews, however, was nervous. She insisted that something had happened. As a result of her persistence that things were wrong we went up on the deck.

"When we got above we found a number of people gathering, and heard the order to lower the boats given. Before we left another iceberg came along and scraped the sides, forcing ice through the portholes. We left the ship in the second boat with Mrs. J. C. Hogeboon.

"I think that there were people on board the ship when she sunk who died without knowing that she had struck and who did not realize anything was wrong until the water rushed into their staterooms.

"The men behaved splendidly. We were undressed in the bitter cold. The men in the lifeboat gave us their garments to protect us."

Early Couples Pushed Into Boats.

Her aunt, Mrs. Andrews, said:

"In the first boat many husbands got away with their wives. The reason for this was that at that time there were not enough women on the deck to fill the boats. The officers knew the desperate need of the situation and the urgency of getting the boats off quickly, so they filled the boats with those on the deck and got them away.

"Of the husbands who remained behind after putting their wives in the lifeboats only three were reunited.

"We were a mile away from the Titanic when there was a great explosion. It appeared to me as if the boilers had blown up and the Titanic had been lifted up amidships and broken in half. This is the way it appeared to me.

"The boat ahead of us picked up seventeen persons from the water. The cold was so severe that two of them died. One of these was a woman. A man who was picked up out of the water went mad.

"The men in the lifeboats took off their coats and gave them to the women, who were, for the most part, scantily clothed. Fortunately, some of those rescued had brought blankets with them from their staterooms when they came up on deck.

Says Dead Were Thrown Overboard.

"The most pathetic thing I heard was that on one of the boats, a collapsible

A Group of Titanic Survivors

lifeboat, holding sixteen to twenty persons, the party were up to their knees in water for six hours, so that one man had his legs frozen and eight died.

"The eight were thrown overboard, to lighten the boat and to keep it from being swamped.

"My impression is that the Titanic struck an obstruction at 11:40 and sank after about two hours. There was ice all around us. I can never begin to tell of the feeling which came over us when we saw the Carpathia approaching in the gray of the early morning. It was about 8 o'clock, I think.

"There was no panic on board the Titanic that I know about. When I was on the deck the officers I saw were busy getting the boats over the sides and directing the passengers. The men had apparently gone to their quarters at the first call of danger. The Captain remained on the bridge. On the Carpathia the officers did all they could for those they rescued."

Henry B. Harris Refused to Leave.

Mrs. Henry B. Harris was hysterical when she came on shore. She was met by a party of friends. She fell into the arms of her brother-in-law, crying:

"My God! Poor Harry! He wanted to get into the lifeboats, but he stepped back. He was a brave man."

Mrs. Harris was taken from the dock in an automobile by her friends.

Mrs. Churchill Candee of Washington, D. C., who was reported among the missing, said:

"I saw Major Archibald Butt go to his room after a very pleasant evening we had spent together. I never saw him afterward.

"Mrs. Isidor Straus refused to be saved and died with her husband. Every one faced the situation with which we were so suddenly confronted in a magnificent way. Everything was orderly. I saw no undue excitement after the collision. Of course, it was not known then that our situation was as desperate as it afterward turned out to be."

Mrs. Straus Stayed with Husband.

Mrs. Paul Schabert of Derby, Conn., had a stateroom on the port side. Her brother, Philip, was saved, and she declared it was only because she refused to leave him.

Asked about Mrs. Isidor Straus, she said:

"Mrs. Straus declared she would not leave her husband, who had a stateroom near me, and to whom I spoke frequently. They were standing arm in arm as the last boat left. She would not forsake her husband. As she refused, she clung to him, and they went down arm in arm with the boat."

Declares Shock Was Slight.

Following is the account of Mr. Beasley of London:

"The voyage from Queenstown had been quite uneventful; very fine weather was experienced, and the sea was quite calm. The wind had been westerly to southwesterly the whole way, but very cold, particularly the last day. In fact, after dinner on Sunday evening it was almost too cold to be out on deck at all.

"I had been in my berth for about ten minutes, when at about 11:15 P. M. I felt a slight jar and then soon after a second one, but not sufficiently large to cause any anxiety to any one, however nervous they may have been. However, the engines stopped immediately afterward, and I first thought, 'she has lost a propeller.'

"I went up on the top (boat) deck in a dressing gown and found only a few people there, who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of any one. We saw through the smoking room window a game of cards going on, and went in to inquire if they knew anything. It seems they felt more of the jar and, looking through the window, had seen a huge iceberg go by close to the side of the boat.

"They thought we had just grazed it with a glancing blow, and the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced below by part of the submerged iceberg.

"The game went on without any thought of disaster, and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again.

Engines Stopped—Passengers Called.

"A little later, hearing people going upstairs, I went out again, and found every one wanting to know why the engines had stopped. No doubt many were awakened from sleep by the sudden stopping of a vibration to which they had been accustomed during the four days we had been on board. Naturally, with such powerful engines as the Titanic carried, the vibration was very noticeable all the time, and the sudden stopping had something the same effect as the stopping of a loud-ticking grandfather's clock in a room.

"On going on deck again I saw there was an undoubted list downwards from stern to bow, but, knowing nothing of what had happened, concluded some of the front compartments had filled and weighed her down. I went down again to put on warmer clothing, and as I dressed heard an order shouted:

"'All passengers on deck with life belts on.'

"We all walked slowly up with them tied on over our clothing, but even then presumed this was a wise precaution the Captain was taking, and that we should return in a short time and retire to bed. There was a total absence of any panic or any expressions of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident.

"The ship was absolutely still, and except for a gentle tilt downwards, which I do not think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay just as if waiting to go on again when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats, and the crews allotted to them standing by and curling up the ropes, which were to lower them by the pulley blocks into the water.

"We then began to realize that it was more serious than had been supposed, and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs decided it was better to cause no confusion to people coming up by doing so. Presently we heard the order:

Women Pushed Into Boats.

"'All men stand back away from the boats and all ladies retire to next deck below,' (the smoking room deck, or B deck.)

"The men all stood away and remained in absolute silence, leaning against the end railings of the deck or pacing slowly up and down. The boats were swung out and lowered from A deck. When they were to the level of B deck, where all the ladies were collected, the ladies got in quietly, with the exception of some, who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats from aft already in the water, slipping quietly away into the darkness, and presently the boats near to me were lowered, and with much creaking, as the new ropes slipped through the pulleys down the ninety feet which separated them from the water. An officer in uniform came up as one boat went down and shouted:

"'When you are afloat, row around to the companion ladder and stand by with the other boats for orders.'

"'Aye, aye, Sir,' came up the reply, but I don't think any boat was able to obey the order.

"When they were afloat and had the oars at work the condition of the rapidly settling boat was much more a sight for alarm for those in the boats than those on board that in common prudence the sailors saw their inability to do anything but row from the sinking ship to save some lives at any rate. They no doubt anticipated that suction from such an enormous vessel would be more than usually dangerous to a crowded boat, mostly filled with women.

"All this time there was no trace of any disorder; no panic or rush to the boats, and no scenes of women sobbing hysterically, such as one generally pictures as happening at such times.

"Everyone seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea with nothing but our lifeboats to support us until we were picked up by passing steamers it was extraordinary how calm everyone was and how completely self controlled.

"Any More Ladies?" the Cry.

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went round among the men, 'the men are to be put in boats on the starboard side.' I was on the port side and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call:

"'Any more ladies?'

"Looking over the side of the ship, I saw the boat, No. 13, swinging level with B deck, half full of ladies. Again the call was repeated:

"'Any more ladies?'

"I saw none come on, and then one of the crew looked up and said:

"'Any ladies on your deck, Sir?'

"'No,' I replied.

"'Then you had better jump.'

"I dropped and fell in the bottom as they cried, 'Lower away.' As the boat began to descend two ladies were pushed hurriedly through the crowd on B deck and heaved over into the boat, and a baby of 10 months was passed down after them. Then we went, the crew calling to those lowering which end to keep her level, 'Aft,' 'Stern,' 'Both together,' until we were some ten feet from the water.

"Here occurred the only anxious moment we had during the whole of our experience from leaving the deck to reaching the Carpathia. Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side just above the water line.

"It was plain that we ought to be smart away from this not to be swamped by it when we touched water. We had no officer aboard, nor petty officer or member of the crew to take charge. So one of the stokers shouted: 'Some one find the pin which releases the boat from the ropes and pull it up.' No one knew where it was. We felt as well as we could on the floor and sides but found no pin, and it was hard to move among so many people—we had 60 or 70 on board.

In Peril of Capsizing.

"Down we went and presently floated with our ropes still holding us, the exhaust washing us away from the vessel and the swell urging us back against the sides again. The result of all these forces was a force which carried us parallel to the ship's side and directly under boat 14, which had filled rapidly with men and was coming down on us in a way that threatened to submerge our boat.

"'Stop lowering 14,' our crew shouted, and the crew of 14, now only twenty feet above, shouted the same. But the distance to the top was some seventy feet, and the creaking pulleys must have deadened all sound to those above, for down she came—fifteen feet, ten feet, five feet, and a stoker and I reached up and touched her swinging above our heads, but just before she dropped another stoker sprang to the ropes with his knife.

"'One,' I heard him say; 'two,' as his knife cut through the pulley ropes, and the next moment the exhaust steam had carried us clear, while Boat 14 dropped into the wake, into the space we had the moment before occupied, our gunwales almost touching.

Stoker Chosen Captain.

"We drifted away easily as the oars were got out, and headed directly away from the ship. The crew semed to me to be mostly cooks in white jackets, two to an oar, with a stoker at the tiller.

There was a certain amount of shouting from one end of the boat to the other and discussion as to which way we should go, but finally it was decided to elect the stoker, who was steering, Captain, and for all to obey his orders. He set to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise; so that when the search boats came in the morning to look for us there would be more chance for all to be rescued by keeping together.

"It was now 1 A. M., a beautiful starlight night, with no moon and not very light. The sea was as calm as a pond, just a gentle heave as the boat dipped up and down in the swell; an ideal night, except the bitter cold for any one who had to be out in the middle of the Atlantic Ocean in an open boat, and if ever there was a time when such a night was needed surely it was now, with hundreds of people, mostly women and children, afloat hundreds of miles from land.

Last Look at Lighted Ship.

"The Captain-stoker told us that he had been at sea twenty-six years and had never yet seen such a calm night on the Atlantic. As we rowed away from the Titanic we looked from time to time back to watch her, and a more striking spectacle it was not possible for any one to see. Only a short time before dinner I remarked that when we arrived at New York I should take an opportunity to get a look at her from a distance to realize something of her dimensions.

"We did not think our desire was so soon to be granted. In the distance she looked an enormous length, her great hulk outlined in black against the starry sky, every porthole and saloon blazing with light.

"It was impossible to think anything could be wrong with such a leviathan were it not for that ominous tilt downward in the bow, where the water was by now up to the lowest row of portholes. We were now about two miles from her, and all the crew insisted that such a tremendous wave would be formed by suction as she went down that we ought to get as far as possible away. The Captain agreed, and all lay on their oars and widened the gap."

Upright Before Final Plunge.

"Presently, about 2 A. M., as near as I can remember, we observed her settling very rapidly, with the bows and the bridge completely under water, and concluded it was now only a question of minutes before she went; and so it proved. She slowly tilted straight on end, with the stern vertically upward, and as she did the lights in the cabins and saloons, which had not flickered for a moment since we left, died out, came on again for a single flash, and finally went altogether.

"At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles, the weirdest sound, surely, that could be heard in the middle of the ocean, a thousand miles away from land. But this was not quite the end.

"To our amazement she remained in that upright position for a time which I estimate as five minutes. Others in the boat say less, but it was certainly some minutes while we watched at least fifteen feet of the Titanic above the sea and looming black against the sky.

"Then with a quiet slanting dive she disappeared beneath the waters, and our eyes had looked for the last time on the gigantic vessel we had set out on from Southampton Wednesday. And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable condition of dress and undress, above the perfect sky of brilliant stars with not a cloud in the sky, all tempered with a bitter cold that made us all long to be one of the crew who toiled away with the oars and kept themselves warm thereby—a curious, deadening bitter cold unlike anything we had felt before.

Appalling Cries of the Drowning.

"And when with all these there fell on us the most appalling noises that human being every listened to. The cries of our fellow-beings struggling in the icy-cold water, crying for help with a cry that we knew could not be answered. We longed to return and pick up some of those swimming, but this would have meant swamping our boat and further loss of lives of all of us.

"We tried to sing to keep the women from hearing the cries and rowed hard to get away from the scene of the wreck, but I think the memory of those sounds will be one of the things the rescued will find it difficult to efface from memory. We are all trying hard not to think of it.

"We kept a lookout for lights, and several times it was shouted that steamer lights were seen, but they turned out to be either a light from another boat or a star low down on the horizon. About 3 A. M. we saw faint lights showing on the sky, and all rejoiced to see what we expected was the coming dawn, but, after watching half an hour and seeing no change in the intensity of the light, realized it was the northern lights.

"Presently low down on the horizon we saw a light, which slowly resolved itself into a double light, and we watched eagerly to see if the two lights would separate, and so prove to be only two of our boats, or whether they would remain together, in which case we should expect them to be the masthead light and deck light of a rescuing steamer.

They Sang for Joy.

"To our joy they moved as one and we swung the boat and headed for her. The steersman shouted: 'Now, boys, sing,' and for the first time the boat broke into song with 'Row for the Shore, Boys,' and for the first time tears came to the eyes of us all as we realized that safety was at hand. The song was sung, but it was a very poor imitation of the real thing, for quavering voices make poor songs. A cheer was given next, and that was better—you needn't keep time for a cheer.

"Our rescuer showed up rapidly, and as she swung around we saw her cabins all alight, and knew she must be a large steamer. She was now motionless and we had to row to her. Just then day broke, a beautiful, quiet dawn, with faint pink clouds just above the horizon, and a new moon crescent just touched the horizon.

"'Turn your money over, boys,' said our cheery steersman; 'that is, if you have any,' he added. We laughed at him for his superstition at such a time, but he countered very neatly by adding: 'Well, I shall never say again that thirteen is an unlucky number. Boat No. 13 has been the best friend we ever had.'

"Certainly the thirteen superstition is killed forever in the minds of those who escaped from the Titanic in Boat 13.

Took Icebergs for Schooners.

"As we neared the Carpathia we saw in the dawning light what we thought was a full rigged schooner standing near her, and presently another behind her, all sails set, and we said: 'They are fisher boats from the Newfoundland Bank and have seen the steamer lying to and are standing by to help.

"But in another five minutes the light shown pink on them, and we saw they were icebergs, towering many feet in the air, huge, glistening masses, deadly white, still and peaked in a way that had easily suggested a schooner.

"We glanced around the horizon and there were others wherever the eye could reach. The steamer we had to reach was surrounded by them and we had to make a detour to reach her, for between her and us lay another berg. We rowed up to the Carpathia about 4:30 A. M. and were hoisted or climbed up the ship's sides with very grateful hearts.

"We were received with a welcome that was overwhelming in its warmth, and I should like to say here that there is not a member of the Titanic on board who feels capable of expressing in adequate terms his gratitude for the attention showered upon us by the Captain, officers, crew, and passengers on board the Carpathia.

"They were called upon suddenly in mid-ocean to receive, they thought, 3,000 passengers and crew, and, although this was not to be, they made every arrangement for so doing. Hot meals, blankets, and berths were provided for each as they came on board. Clothing and money was supplied individually by passengers. Berths were given up by men who slept on the smoking room floor or anywhere else that another could be found.

"The ship has sent off hundreds of marconigrams without expense to us to relatives. The arrangements in charge of the steward or purser were so admirable that it would not have been possible to have been better served had we been regular passengers aboard our own ship.

"The Captain has placed all private messages to friends in front of press messages, beyond a bare twenty words to a press association, and the names of all those saved, placing the needs of the private passengers of the Titanic ahead of any 'copy' for the press.

Mrs. C. E. Henry Stengel of Newark said hysterically that she had witnessed terrible scenes. Chinamen and stokers, she said, hid in the bottoms of the lifeboats before the little craft were launched and men jumped into boatloads of women, injuring them. There were no lights and no provisions, she said, in the lifeboats.

"The whole thing," she exclaimed, "was horrible. The collision was terrific, but nobody appeared to realize how serious matters were. There appeared to be overconfidence, as it was thought that the Titanic was unsinkable. I am sure more might have been saved were it not for this overconfidence. The boats were undermanned. My husband, who was also saved, helped to row the lifeboat.

Praise for Captain and Crew.

"The Captain stuck to his bridge like a hero. The behavior of the entire crew was perfect. It was a most beautiful night. The vessel was surrounded by icebergs. Some of the passengers were on the deck enjoying the strange and beautiful scenes when the crash came."

William Jones, a fireman, of Southampton, said that when the vessel went down four lifeboats were swamped. He ploded and that at the time of the collision falling ice from the berg had killed several persons.

Floored Men to Save Bride.

Mrs. D. W. Marvin, who was on a honeymoon trip with her husband, was

Continued on Page 3.

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SURVIVORS' TALES FROM THE TITANIC

Continued from Page 3.

prostrated when she reached the pier, as her husband was lost.

"My God, don't ask me too much! Tell me, have you any news from Dan? He grabbed me in his arms and knocked down men to get me in the boat. As I was put in the boat he cried, 'It's all right, little girl! You go, and I'll stay a little while. I'll put on a life preserver and jump off and follow you.' The boat started off, and he threw a kiss at me.

"We were in our stateroom when the shock came, and when we reached the deck we were in darkness.

"While on the deck I heard at least ten revolver shots. See these powder marks.

"There were fishing boats about the boat, and I think others must have been saved. Dan and I saw them before we went to our room. The men whom I saw were brave, for they pushed aside others when the cowards made for the boats before the women.

"I am not at all sure, but when we pulled away from the Titanic I think I saw Major Butt, whom I knew slightly, standing near where they were loading the boats, with an iron bar or stick in his hand beating back the frenzied crowd who were attempting to overcrowd the lifeboats."

At this point Mrs. Marvin was interrupted by her mother, who burst into tears. "Why didn't you send a message to us that you were safe?"

"Why, I did, mother, from the Carpathia, just as soon as I could."

"I never got it," sobbed the mother, and the two women threw their arms around each other and sobbed.

Little Child Thrust Into Her Arms.

After she had regained her composure, Mrs. Marvin, talking to her mother, said:

"I don't know why it was, but for some reason on board the Carpathia they wouldn't take any messages telling anything about the wreck. We were told we could send short messages without names. That was all.'

Then, as if recollecting something that had slipped her mind in the joy of being ashore, she told one of the most beautiful stories related on the dock. Just as she got into a seat in the lifeboat, she said a little French girl, about 5, was shoved into her arms by some one she did not see.

Mrs. Marvin carried the baby during the five hours she was in the lifeboat, and then cared for her little unknown charge while on the Carpathia. On docking last night she turned over the brown-eyed waif to Mrs. Irwin, Chairman of the Woman's Relief Committee. Mrs. Marvin is but 18 years old, and was married only five weeks ago. Her father, Henry Norton Marvin, is the President of a moving picture concern.

Water Crept Into Steerage.

Carl Johnson, a steerage passenger, was asleep in his berth when the collision with the iceberg took place.

"There was no crash," he explained. "There was only a slight jar and a creaking, which partially awakened me. There was no excitement in the steerage, and I paid no attention to the occurrence. I was asleep again when two of the ship's officers passed through the steerage, awakening the passengers. They told us to dress and come on deck—that there had been an accident, but that there was no danger.

"When I started to dress I noticed that there was water creeping up about my feet. At first it came very slowly, but after a time it was around my ankles. In the compartment where I was sleeping the water was at an even depth everywhere, and the boat did not seem to have the slightest pitch to starboard or port, indicating that she was settling slowly and steadily and that the bottom had been ripped out. The upper air compartments kept the water from coming in very fast at first and no one seemed to think that she was going to sink.

"When I got on deck I saw the first sign of panic among the passengers. Women were screaming with terror and men were rushing this way and that. Then I noticed that the boat had begun to settle in the bow, where I was standing. All the lights on the vessel were still going, however, and were still lighted when they began to lower the first lifeboats. As the second boat swung from the davits the water reached the dynamos in the engine room, and we were suddenly plunged into darkness, save for the cold, clear light of the heavens, for it was a starlit night.

Heard Several Shots.

"I could not accustom myself to the change for several minutes. I think I was in a sort of daze and have no clear recollection of what happened afterward, or how long a time had elapsed. Suddenly I heard shrieks and cries amidship, and the sharp reports of several shots. People began to run by me toward the stern of the ship, and as I started to run I realized that the boat was beginning to go down very rapidly, and there was quite a decline noticeable in the deck, showing that her nose was being buried. A wave struck me and I went overboard.

"As I rose to the surface I saw a board floating on the top of the water and I seized it. A wave threw me away from the ship, and I began to swim, clutching to the board to keep me afloat. The shock seemed to restore my senses, and I began to see objects in the water quite clearly. The air was rent with screams and curses, and there were a lot of men and women in the water trying to get away from the ship to escape the awful suction when she went down.

"There was an overturned lifeboat riding a big wave near me. I was swept toward it, and managed to catch hold of its edge. There were seven or eight of its original passengers clinging to its sides. By this time we were almost half a mile from the ship and we could still see it clearly. It was quite low in the bow and was settling rapidly. Suddenly it seemed to give a great lurch forward. The stern seemed to rise from the water, and the ship plunged head first beneath the waves.

"For fully a minute as she was going down there was an awful silence everywhere. Not a sound was heard from the lifeboats, which we could now see clustered in a semi-circle a few hundred yards ahead of us, nor was there any sound from the waters behind us, where even then we could see hundreds of dark forms struggling in the water with bits of wreckage and débris.

"At the second that the ship took her final dive there was an awful shriek carried to us from the waters behind, as though all of the poor, drowning wretches had joined in a final death cry of agony. It was taken up in the lifeboats ahead and by those who were clinging to the overturned boat with me.

"My companions and I drifted about for two hours before the overturned boat was sighted from another one a quarter of a mile to leeward. The boatswain directed his men to come to our rescue, and we were picked up, although the rescuing boat was already crowded with forty women and ten men. When we were taken in there was hardly standing room, and the sailors had to stop rowing because they did not have room to move their arms. We drifted about until daylight, when we were sighted and picked up by the Carpathia.

"When all of the survivors had been crowded on board the Carpathia there was a great deal of suffering, especially in the steerage, although every one did their best for us. The first day several died and were buried at sea. I did not witness all of the funerals, being sick and weak from exposure, but I was told about them."

In Bed When the Crash Came.

Mrs. Dickinson Bishop of Detroit, Mich., in an interview said:

"I was the first woman in the first boat. I was in the boat four hours before being picked up by the Carpathia. I was in bed at the time the crash came, got up and dressed and went back to bed, being assured that there was no danger. There were very few passengers on deck when I reached there, after I decided that it would be better to investigate the matter of the crash more fully.

"There was little or no panic. The behavior of the crew of the Titanic was perfect. My husband was also saved, thank God!"

Struck Iceberg Head-On.

N. C. Chambers, another survivor, said that the Titanic struck the iceberg head on. The passengers ran out on deck, but, believing that the ship could not sink, and being assured of this by the officers, returned to their staterooms. After about two hours, he said, the alarm was sent out and the passengers started to enter the lifeboats. Mr. Chambers said that there was nothing like a panic at first, as all believed that there were plenty of lifeboats to go around. After the lifeboat in which Mr. Chambers was had gone about 400 yards from the ship, they saw the Titanic begin to settle very quickly; then there was a rush for the remaining boats, and one was swamped. He said that the ship, apparently, went down head first. She made no suction, he declared, on the boat in which he was. He said there were no shots fired or any violence.

"Dad's Gone!"

"Dad's gone," were the words with which Miss Alice Philips, one of the second cabin passengers, last night greeted her uncle, William Philips, from New Brighton, Penn., who had been expecting to meet his brother Robert and his daughter from Ilfracombe, Devonshire, England. The young woman's mother died last August and the father and daughter had made up their minds to come to America to live.

"I was in my berth when I felt the shock," said Miss Philips, "and I asked the steward if anything was the matter. He said no. Then my father came and said he thought I had better get up, and almost immediately we were put in the boats and shoved off. All the clothes I have were given me by a woman on the Carpathia.

"We went off with a full boat, but after that took sixteen people from a life raft—and a dead body."

Miss Philips had no idea that in leaving the steamer she was parting with her father for good.

Mrs. Annie Hold, a second cabin passenger, who was met by a relative and who was coming from England to California, looked rosy and well with a handkerchief tied over her head in place of a hat. She burst into tears when asked if she would not tell what had occurred for the benefit of the people who had lost friends:

"I lost my husband, too," she cried.

Crew Behaved Admirably.

Miss Elizabeth Allen of St. Louis was one of the first women passengers to leave the Carpathia. She was accompanied by Mrs. Edward Roberts and Miss E. A. Mardall, also of St. Louis. The three women appeared to be cool. Miss Allen, who is a young woman about 25, said that she was awake when the crash came.

"The first crash," said Miss Allen, "came at 11:40 P. M. I am sure of the time. Although there was plenty of excitement there was no panic aboard that I saw. The men and the officers behaved admirably. All the lights went out. I was in a lifeboat in the water for several hours."

A number of friends on the pier hurried the three women away.

Dr. J. F. Kemp's Account.

"A boy and one of the last of the children to be taken from the Titanic told me that he saw Capt. Smith put a pistol to his head and then fall down."

The passenger on the Carpathia who told this last night to a NEW YORK TIMES reporter was Dr. J. F. Kemp of the University of the Philippines at Manila. He was starting on the last lap in a tour of the world when his ship was called by wireless. Dr. Kemp was a surgeon in the United States Army service before he became a medical instructor in the university.

"Of course," he said, "I cannot tell whether the boy told me the truth, but it seems to me hard to believe that the little fellow would invent such a tale. I was talking with him on the deck of the Carpathia when he voluntarily told me."

"Was there any other report to substantiate it?" he was asked.

"A number of passengers spoke of the use of pistols and the firing of shots," he replied, "but we were all too busy with the rescued and those who suffered from exposure to follow up any investigation of that sort."

"Have you reason to believe that weapons were used to keep back the men from the boats?" he was asked.

Parting of the Astors.

"I have not," he replied. "I have heard reports on the pier to that effect, but none from the passengers of the Titanic who were taken out of the sea by the Carpathia. I was told by a number of passengers that Col. Astor was seen to embrace and kiss his wife farewell at the rail as she went down to a lifeboat.

"Mrs. Astor did not leave her stateroom on the Carpathia during the voyage to New York."

Dr. Kemp, a man of well-controlled emotions, stood on the second deck of the Cunard pier as swarms of excited and weeping women rushed by him to be greeted by other women even more torn at heart. Some of the women awaiting the rescued were in mourning for husbands and fathers who went down with the Titanic.

"What was the first inkling of the tragedy to the people aboard the Carpathia?" Dr. Kemp was asked.

"It is odd," he replied, "but it seems to be a rule that the wireless operator on this ship quits the job about 10:30 P. M. Our operator was just getting ready to turn in and gave a last moment to his instrument, when the call came from the Titanic. We all knew of it in a little time, and the ship began to make its way with all possible speed for the point given in the call for help.

Then Distress Signals Stopped.

"The anxiety aboard the Carpathia was frightful when the calls from the great new ship kept up and then stopped. Those of us who realized what might be happening, or could imagine the possibilities of what might happen, remained awake.

"The first we saw over the rail to give us a sense of realization that the great vessel was lost were the tiny lights close to the sea miles away. They were the lanterns swung on the mastheads of the lifeboats.

"The dawn began as we approached the boats. They were scattered. We could find here and there bits of wreckage, but no living human being clinging to any of it. I remember seeing the tops of tables floating on the water before we reached the boats.

"We immediately began taking the boatloads of women aboard and we found that nearly all of them were certain that their men folk were safe. Many of them still believe it now that they are in New York.

"As far as I was able to learn there was only one first class woman passenger who lost her life. It seems that she preferred to stay aboard."

"Was this Mrs. Isidor Straus?" he was asked.

"I do not feel that I should answer that question," he replied.

"The women aboard the Titanic," he continued, "did not seem to realize their danger when the collision with the iceberg came. Some of them told me that after the first shock they so relied on the bulkhead construction of the ship that they went to their staterooms and retired. Quite a number did this, and some of them said that when they were ordered to the boats they said that if the Captain so ordered they would go off in them for an hour or so and then return to the ship. They gave me the impression that they did not for a moment believe the great vessel could sink."

One Boatload of Stokers.

"In the flotilla of lifeboats that the Carpathia sighted at dawn was there any one boat filled entirely with men?" he was asked.

Dr. Kemp paused and thought the matter over carefully.

"There was one," he replied. "The men were begrimed. I think they were the stokers of the Titanic. I understand that they were."

"Was there any feeling on board the ship against Mr. Ismay, the Managing Director of the White Star Line?" he was asked.

"None at all," he replied. "I only saw him once on the trip back to New York."

Dr. Kemp recurred to the first view of the ice-spotted sea on Monday morning.

"The flotilla of lifeboats," he said, "did not hang close together. We picked them up as fast as we could, and all the time hunted for those who might have clung to wreckage or rafts and survived the exposure. We did not get, so far as I know, a human being from the Titanic who was aboard her after the last boat left. Four of the men we picked up from the boats died and we buried them on Monday."

As Dr. Kemp finished his narrative there came close to his elbow a little group of women survivors. One was a grandmother, with a placid face and bright-blue eyes. Her hair was gray and the hair of her daughter was a rich brown. Two little girls, as pretty as peach blossoms, called her grandmother and hung close to her broad skirts.

Family Left Destitute.

The mother of the children tried to hold back her sobs. Her husband had been lost in the wreck. She said she had seen him jump into the sea after the boat put off with her and her mother and the children.

"Oh, could you send a cable to E. Acton, Lancashire?" asked the mother of the children.

"Now, my dear child," said the old lady. "We can now."

Parted by Death on Their Honeymoon Trip

Lucien B. Smith and His Bride—She Is Among the Saved.

The grandmother had nerves of iron and hope as big as a sunrise in May.

"We shall all come out all right," she said.

When asked for a narrative of her experience at the time the Titanic crumpled up on the great mountain of ice she replied:

"There was a great bump. Some one told us that the women and children should get into the boats and we were put into the boats. We were taken away from the ship as she seemed to be sinking, and in the darkness we could see rafts dropped overboard with men clinging to them. God knows what became of the noble souls of those who waited until their wives and mothers and babies were safe."

A reporter asked the grandmotherly lady with the blue eyes for her name.

"Oh, surely," she replied, "you would not put my name in the paper. That would never do."

Two Salvation Army women took her and her brown-haired daughter and the two pretty grandchildren away. Not a pocket in the little family held a shilling.

Story of Charette, the Sculptor.

Simon Senecal of 15 Catherine Road, Outremont, Montreal, was one of the passengers in the Carpathia, and gave up part of his stateroom to Charette the French sculptor. He said that M Charette had described to him at length his experience as the ship went down.

"I was playing bridge," Mr. Senecal said M. Charette said, "when the Titanic began to shake. It continued trembling violently, and for a moment I thought that the screw was out of the water and was racing furiously. It still continued, and it was only after a few minutes that I began to be afraid.

"There was absolutely no shock that I noticed, and it was merely this curious tremulousness all through the ship that struck me as anything at all out of the usual. Then I went out on deck, and even then it did not seem to me that anything special had happened.

"As far as I could make out later what had occurred was that the Titanic had run right up on an iceberg. It had cut right along the keel from one end to the other and had shorn off the bolts in their holes. The ship was a new one and the watertight doors in the bulkheads did not move easily, and so it was impossible to stop the thousands of tons of water which kept pouring in every minute.

"Even some little time after the iceberg was struck it did not occur to me that there was the least danger, and I thought of going to bed. Then the officers began to come along the decks and tell the passengers that though there was no danger it might be as well if the passengers got into the boats as a matter of precaution. A number of people were strolling about talking about the experience that the ship had just gone through, and for a time no one was willing to get into any of the boats. At last a few did get in, and by degrees the meaning of it all was realized.

"A very few minutes after the iceberg had been struck the Captain ordered the band to play. The lights were still burning as long as I was aboard, but I went off in the third boat that was lowered."

"Were there any people drowned from the boats?" Mr. Senecal was asked.

"M. Charette told me that twenty-four people crowded on one life raft and sank it eight inches beneath the water. A number of them were pushed off and when we hauled the survivors into their boat some bodies were seen."

Denies Shooting Stories.

Certain wild rumors had been flying round during the evening as to the necessity of the shooting of some the men passengers to prevent them from clambering into the boats with the women. This, Mr. Charette said, was not the case. All that was done in the way of shooting was by a German passenger, who fired a revolver in the air in order to summon aid, he explained.

On the Carpathia was Mme. Hobart, who was complaining bitterly of the conduct of one of the officers. Her husband had been with her and at her request was about to enter the same boat with her. An officer pointed a gun at him and ordered him to stand aside and enter a boat after the women had been saved. He obeyed, and his wife never saw him again.

Asked as to whether Mr. Ismay had been seen at all aboard the Carpathia, Mr. Senecal said that he had only just heard that the Chairman of the International Mercantile Marine Company was one of the saved, but that no ocular notice had been taken of him, and he could not tell how he came to be saved. He had kept to his own cabin since he came aboard.

Clung to Overturned Boat.

"There was an overturned lifeboat riding a big wave near me. I was swept toward it and managed to catch hold of its edge. There were seven or eight of its original passengers clinging to its sides. By this time we were almost half a mile from the ship, and we could still see it clearly. It was quite low in the bow and was settling rapidly. Suddenly it seemed to give a great lurch forward and the ship plunged head first beneath the waves.

"For fully a minute as she was going down there was an awful silence everywhere. Not a sound was heard from the lifeboats, which we could now see clustered in a semicircle a few hundred yards ahead of us, nor was there any sound from the waters behind us, where even then we could see hundreds of dark forms struggling in the water with bits of wreckage and débris.

"At the second that the ship took her final dive there was an awful shriek carried to us from the waters behind, as though all of the poor, drowning wretches had joined in a final death cry of agony. It was taken up in the lifeboats ahead and by those who were clinging to the overturned boat with me.

"My companions and I drifted about for two hours before the overturned boat was sighted by another one a quarter of a mile to leeward. The boatswain directed his men to come to our rescue, and we were picked up, although the rescuing boat was already crowded with forty women and ten men."

Band Played "Nearer, My God."

Mrs. Dick, who was saved with her husband, told how, as the Titanic finally settled down the band played "Nearer, My God, to Thee."

She declared that for some time after the ship had run into the iceberg not one of the passengers realized that there was the least danger. They just strolled about the decks and chatted about the icefield and the usual gossip of a steamship.

"'How was it,'" she was asked, "'that so many men were saved?'"

"'They were permitted to get into the first two lifeboats,'" she said, "'as no one seemed quite to realize the danger. Then the officers began to reserve places for the women, but throughout the conduct of every one was splendid.

"The sea was quite calm. It was light, and in the end they managed to get away seventeen lifeboats and two collapsible boats but none of the life rafts. What I remember best was that as the ship sunk we could hear the band playing 'Nearer, My God, to Thee.' We looked back and could see the men standing on deck absolutely quiet and waiting for the end. Their conduct was splendid, splendid."

Mrs. Astor in Lifeboat Four Hours.

Mrs. John Jacob Astor was in a boat for four and a half hours before she was picked up by the Carpathia, according to E. I. Taylor, who was saved in the same boat. He would not, however, tell of how she stood the awful ordeal.

Like all the others, he spoke of the lack of comprehension among the passengers, after the accident, that there was the least danger. The iceberg which wrecked the Titanic he estimated at eighty feet high, and he described the impact as a sort of grinding, glancing blow, which tore away the ship's bottom.

Asked as to how some of the men managed to get into the lifeboats, he replied:

"Just because I happened to be on the spot. At first the officers said that none of the men were to get in, as the women must be looked after first. Then they said some of the men might be taken, and I happened to be there. That's all there was to it."

It appeared from what Mr. Taylor said that at the time he left the Titanic there was difficulty in filling all the boats, as the danger had not yet been fully realized by the passengers, so that the officers, in order to get the boats away quickly, called on the nearest men to fill the places which there were not any women near enough to occupy.

F. L. Goldenberg, who with his wife was reported lost, landed from the Carpathia. Mrs. Goldenberg is missing. Mr. Goldenberg refused to talk to reporters.

Sir and Lady Cosmo Duff Gordon, who were saved from the Titanic, also declined to talk last night.

José Mardones, a bass singer of the Boston Opera House, a passenger on the Carpathia, said:

"I talked with a number of people who were rescued. The passengers of the Titanic were confident that she could not founder. Otherwise no one would have been saved. There was no panic whatever. In fact, I was told by several of the survivors that they jested about going into the lifeboats.

"One of the Titanic's stewards who was rescued died coming up the side of the Carpathia. One of the survivors told me that Mrs. Isidor Straus said to her husband, 'If you don't come I won't.'"

Mr. Mardones said an English passenger had told him that Capt. Smith, after being washed from the bridge, saved first a woman and then a small child by putting them into lifeboats, but refused to be saved himself. In one of the lifeboats picked up by the Carpathia were only two men. They were up to their necks in water and nearly drowned.

H. Haven of Indianapolis said:

"The collision was not head on, as has been stated. It appeared to me that it was the result of a sudden effort of the Captain to turn to one side to avoid such a collision. The side collision must have torn the keel off the ship. Of six of my table companions on the voyage who were with me on the deck at the time of the collision I am the only one saved. No one seemed to realize the danger. Women refused to go into some of the boats. It was very reluctantly that I entered the fifteenth. I saw two of the loaded life rafts sink."

Lamps for the Life Fleet.

C. E. Henry Stengel of Newark, one of the men who was saved, said that the last thing he did before entering a lifeboat was to take three green oil lamps. These were the only lights, he said, in the fleet of lifeboats and were invaluable in keeping the craft together so that they were easily located by the Carpathia.

Billy Jones, a stoker of the Titanic, who manned one of the lifeboats, No. 6, which carried thirty-eight passengers, declared that the first lifeboat held only thirteen persons, although its capacity was 40. He said that J. Bruce Ismay left the Titanic in the second boat, which was known as the "officers' boat." In his boat, Mr. Jones said, two women died of exposure.

When he left the ship he said he was sure there were four boats directly behind him. They were 500 yards from the Titanic when it went down. After it foundered Mr. Jones said the other four boats were missing. He believed they had been drawn to the bottom by the suction created by the sinking of the Titanic. Of 300 firemen on the Titanic Mr. Jones said he believed that only 37 were saved.

Mrs. Meyer and Husband Part.

Mrs. Edgar J. Meyer of New York said:

"It was a clear and starlit night. When the ship struck we were in our cabin. My husband went out on the deck to see what was the trouble. He came down and said we had hit an iceberg, but that it did not amount to much. I said I was nervous. We went on deck for a walk. More people said the accident was of no importance. It would only delay our arrival. I was afraid and made my husband promise if there was trouble he would not make me leave him. We walked around the deck a while.

"An officer came up and cried, 'All women into the lifeboats!' My husband and I discussed it, and the officer said, 'You must obey orders.' We went down into the cabin and we decided on account of our baby to part. He helped me put on warm things. I got into a boat, but there were no sailors aboard. We called to the ship that there were no men in the boat. They sent a sailor down.

"An English girl and I rowed for four hours and a half. Then we were picked up at 6 o'clock in the morning. We were well away from the steamer when it went down, but we heard the screams of the people left on the boat. There were about seventy of us widows on the Carpathia, and all were wonderfully brave. The Captain of the Carpathia and the passengers did all they could for us. Mrs. Harris says my husband and Mr. Harris and Mr. Douglas lowered the last boatload of women. All three were perfectly calm.

"The officers of the Titanic acted wonderfully. A steward belonging to a neighboring cabin was asked: 'Why don't you get a life preserver?' He replied: 'I don't think there will be enough to go round, mum!'"

Twelve Men in Lifeboat.

Max Frolicher-Stehli, who with his wife and his daughter, Margaret, were rescued by the Carpathia, said:

"We had left the saloon and retired in our stateroom, but none of us were asleep when we were thrown to the floor of the stateroom. Putting on the few clothes we could find, we made our way on deck. The steamer was slowly sinking.

"The lifeboats were lowered. My wife and two women entered one of the first boats. Twelve men, including myself, were standing near. As there were no other women passengers waiting to get into the boats at that time, we were asked to accompany the women. While we got into the boats for safety's sake, all of us thought we would be able to return to the Titanic. The sea was calm. We were rowed by four members of the crew about 300 yards from the steamer.

"The steamer's lights were still burning brightly, and the picture, with the iceberg as a background, was most beautiful. The steamer slowly sank, the bow sinking first. The water was covered with small boats and rafts. The head of the boat sank first. Then there was a loud crash. The lights went out. Other people, who left the boat later, say that she broke in two.

No Food or Lights on Boat.

"After the boat had sunk, we began to search for food or other provisions. There was nothing edible on the lifeboats. We could not even find fresh water. Fortunately one man had some stimulants with him, which were given to the women. After drifting around for what seemed weeks, the Carpathia was sighted coming toward us. We had no matches or lanterns, and were not put aboard the rescuing ship until daylight.

"As soon as all the passengers had been taken aboard we were told we were going to New York. At 9 o'clock on Monday morning I sent a wireless to my brother-in-law."

(The wireless message sent by Mr. Frolicher-Stehli was received thirty-minutes before the Carpathia docked last night.)

"The order maintained on the Titanic was what I would call remarkable. There was very little pushing and it was in most cases the women who caused the commotion by insisting that their husbands accompany them in the lifeboats. The men were very orderly. It was not until we had left the ship that many of the women showed fright. From then on the air was filled with cries and the shrieking of women."

Mrs. Cornell Nervous.

Magistrate Robert Cornell went to the pier to meet his wife and her two sisters, Mrs. J. M. Brown and Mrs. E. Appleton of Bayside, L. I. Mrs. Appleton was also met by her son-in-law, Charles Guthrie of 863 Park Avenue, who accompanied her to Bayside, where her husband is seriously ill.

When the Magistrate was seen at his home, 901 Lexington Avenue, and asked whether Mrs. Cornell or Mrs. Brown could be interviewed he replied:

"My God, gentlemen, don't ask her to talk now. I will talk for her to-morrow."

Mrs. Cornell then broke in:

"Gentlemen, I'm all right; I'm feeling well, but I am nervous."

Magistrate Cornell would not allow his wife to be interviewed, saying he would give a statement out to-day if asked to do so.

Edward Beane of Glasgow, who, with his wife, occupied a second cabin, said:

"My wife was in bed and I went on deck. We saw the iceberg as plainly as we can see here on the pier. This was 11:40, and the Titanic was going about eighteen miles an hour. The berg was about thirty or forty feet above the water.

"Fiften minutes after we struck there was an explosion in the engine room, and half an hour later there were two more in the engine room. The stern of the boat floated for an hour and three-quarters and then went down.

"I heard the report that two steerage passengers were shot by officers when they started to crowd women from the boats."

H. Blank's Experience.

H. Blank, a jeweler, living at Glen Ridge, one of the first cabin passengers, was assisted by three friends from the Carpathia. He was deeply agitated and could hardly speak above a whisper. He said:

"The first thing I knew of the collision was when water began to pour into my stateroom. I went on deck, and, although there were plenty of people hurrying around, there was no panic. I was assisted into a boat with six other persons. There were not enough boats to go around. This I learned after we had been in the water several hours.

"A number of persons were injured so badly that they were not taken aboard the Carpathia. I think they died in the water."

Emilio Portuluppi, a second-class passenger who lives in Ariegabo, Italy, took passage on the steamer, intending to continue from this city to Minford, N. H.

He said that the night of the 15th was cool and clear, and he had gone to bed, when suddenly there was a tremendous crash. He jumped from his berth and ran to the deck. Immediately afterward the ship was in total darkness.

Following his arrival on the deck, which was in utter confusion, one of the ship's boilers exploded and the vessel seemed to turn nearly around from the force of the explosion.

Portuluppi then heard in the darkness the order that "women and children were to be first."

The boats were filled and dropped away from the sinking steamer, and when the last lifeboat had left her side the word was passed around among those waiting that there was only one chance, and that was to jump as the vessel went down. Passengers were dropping and jumping all around him, and he followed shortly afterward.

Portuluppi had strapped a life preserver around him as did all the rest of the passengers, and with its aid and by holding on to a cake of ice he drifted around in the water for over two hours. He was then seen by one of the lifeboats that had gotten safely away from the steamer and was picked up. There were thirty-five persons in the boat when he was hauled aboard. His recollection was somewhat hazy as to what happened afterward, but the Carpathia hove in sight, and the boat was lifted aboard and all the rescued passengers received immediate attention, the women being hysterical.

Many Jumped Into the Sea.

Scores of men and women, in the excitement that followed the Titanic's collision with the iceberg, jumped into the ocean when they realized that all could not possibly crowd into the lifeboats, according to Mrs. Thomas Potter, Jr., of Chestnut Hill, Philadelphia. Mrs. Potter was seen at the Pennsylvania Station last night. It was plain that the terrible experience had all but prostrated her and her voice shook.

"While we had time to obtain clothing and as far as I was able to observe, the officers and crew did all in their power to see that the women were safely taken from the sinking boat, there were many who were thrown into a panic of fear when the collision came," said Mrs. Potter. "They seemed stunned and hardly able to comprehend what had happened.

"Life preservers were passed about by members of the crew, and as the lifeboat in which I had been pushed was drawing away I saw at least seventy-five or eighty men and women wrap these life preservers about them and jump into the ocean. A number of them were saved, but many of them were never seen again. You could hear them crying out hysterically as they were swept away."

Mrs. Potter, like Mrs. Stephenson, said that she had not suffered greatly from the cold during the hours they floated about in the sea of ice awaiting the arrival of the Carpathia.

Mrs. Ada Balls, an Englishwoman, who was coming to this country with her brother-in-law, the Rev. Dr. Robert J. Bateman of Jacksonville, Fla., was taken to the Sydenham Hospital suffering from shock and exposure. She was accompanied by Mrs. A. S. Jerwan of 227 West 145th Street, who was her roommate on the Titanic. Dr. Bateman was among those lost.

"When the ship struck the iceberg," said Mrs. Jerwan last night, "it was a tremendous shock that made me think the boilers had blown up. I had not retired, although it was late, and ran out. I asked one of the officers what had happened, and he said it was nothing of consequence. Some of the women who had been awakened and who ran out were told the same, and went back to bed. I did not, and about twenty minutes later the officers came around telling us to put on life belts. Mrs. Balls had not even been awakened by the shock and had no time to dress when we went on deck.

"There was only a slight slope to the deck for about half an hour, but by the time they were launching the small boats the ship had begun to go down by the head rapidly. Still we had no idea that there was any danger of her sinking. Everything was done without the slightest disorder. No one got hysterical and there was no confusion except when a child would be put in a boat and the mother told to wait for another one. I saw several instances of this. The crew and the men passengers all behaved as if everything would turn out all right, and we women thought it would.

"When I got in one of the boats I found a baby in my possession without the least idea whom it belonged to. I never found out. When we were picked up by the Carpathia the baby was taken on board in a net and I never saw it again. I suppose it was found by the mother.

Screams of "Save Us!"

"Before we had been in the boat very long we saw the Titanic go down. Then we knew that all the people we had left behind were lost. We saw it go plainly, although it was night. The stars were bright and we could see the lights of the ship. Suddenly those in the bow seemed to go out, and then quickly the same thing happened to those in the stern. The band was in the stern and went down playing. We could hear the screams of those on board and cries of 'Save us!' but of course we could do nothing.

"Everybody on the ship blamed the Captain. The sailor who rowed our boat told me that he had followed the sea for forty-five years and had never been in any kind of an accident before, except on the Olympic when she rammed the Hawke. 'That was under the same Captain,' he said, 'and now I am having my second experience under him.'

"There was no food nor drinking water in the boat, but we found some oil. We dipped our handkerchiefs in this and burned them for signals. On one of the boats we heard four or five pistol shots, probably for signals. We were told that the boats would carry eighty each, but some had less than fifty and some a little more.

"It was about 7 in the morning when we were picked up. We had been in the boat nearly seven hours. All through the night we kept thinking we saw the lights of a ship, but it was only the stars that deceived us. When we finally did see the Carpathia approaching we could hardly believe it was not another mistake. On the Carpathia we saw an iceberg that they said was twenty miles across, and we saw some when in the small boat, but of course there was no way of telling which of these sank the Titanic. While we were on the Titanic we could see nothing of the iceberg we had struck."

Mrs. Balls was not in the same boat with her roommate. In her boat also, she said last night, there was no food nor water.

"The last thing Dr. Bateman said to me," she said, "as I got into the boat was: 'Put your faith in God. If I don't meet you again in this world, I will in the next.' Just as the boat was lowered he tore off his necktie and threw it to me as a keepsake."

Mrs. Balls had never crossed the ocean before. She expects to proceed to the home of Dr. Bateman's widow in Jacksonville to-day.

Mr. and Mrs. D. H. Bishop of Dawagiac, Mich., who landed with the Carpathia last night, and are now at the Waldorf, got away from the Titanic with the first lifeboat that was lowered. Mr. Bishop's story is as follows:

"It was about 20 minutes to 12 o'clock, as near as we could make out, when we struck the berg. I was awakened when the boat suddenly heaved to port. The shock was not very great. My wife was not even awakened by it. I roused her, however, and we dressed. When we left our room on the B deck we met a steward right outside our door, who laughed when we asked him if there was any danger, and told us we might as well go back to bed, as there was nothing to worry about. We took his advice and returned.

"I undressed again and picked up a book and started to read for awhile. The boat continued to lean to one side with a peculiar motion, but it did not seem alarming, and I never dreamed that the boat was in danger. When the uneasy motion of the boat continued, however, we dressed and went up to the upper deck.

"Even then we had not the slightest fear. Shortly before we got up the second time Mr. Stuart, a circus man, who had charge of Buffalo Bill's show on its trip abroad, knocked at the door and called in to me, 'Come on out and amuse yourself.'

Talked With the Astors.

"When we reached the upper deck we found only a few people there and none of them seemed to be frightened in the least. We stayed there a while talking. Mr. and Mrs. John Jacob Astor and Mr. and Mrs. G. A. Harder were in our group. I went down stairs to get some wraps just as Mr. Astor started to go up to see the Captain. When I returned, I found that the Captain had advised him to get life preservers and prepare for the worst. Shortly after the order was shouted for everybody to put on a preserver, and they began to man the lifeboats.

"There were not more than fifty people on our side of the deck when our boat was lowered. There were only twenty-eight aboard when it was let down, although the capacity of a lifeboat is supposed to be forty persons. Twelve of these were men.

"The members of the crew urged everybody to get aboard, and no one was in a hurry to do so. It was believed that there was no danger, and the general feeling was that those who had put off were making fools of themselves and would have the trouble of rowing back to the boat again after a few hours.

"The people were apathetic at first all through the ship. The confidence that the ship was unsinkable was so great that most felt sure of its safety until the last minute. One of the stewards told us afterward that he had knocked at the door of a woman repeatedly, but she refused to move. Finally he tried to drag her out, but she fought him off, till he finally gave it up, and she went to the bottom of the sea, it is thought, in her stateroom."

Ismay and Captain Dining.

Mrs. Bishop states that Capt. Smith, J. Bruce Ismay, and the designer of the boat were dining in the café at 11 o'clock, just before the iceberg was struck.

"A Mrs. Smith of Huntington, Va., told me that she left the café at 11 o'clock, and that they were still dining at that time," said Mrs. Bishop.

"Mrs. Smith had been playing cards in the café with her husband and several others, and left to come to the deck, while the Captain and the others were still dining. We heard later that the Captain was still at dinner when the shock came, but we don't know about that.

"We understood all afternoon that we were breaking all records for crossing the ocean. It was repeated among the passengers only a few hours before we crashed into the berg that we were making twenty-three miles an hour. We all knew of the warnings of danger that had come to the boat during the day, but that did not make us nervous in the least, and we were all tickled to think that our boat was breaking all ocean records.

Realization of the Disaster.

"We did not begin to understand the situation till we were perhaps a mile away from the Titanic. Then we could see the rows of lights along the decks begin to slant gradually upward from the bow. Very slowly the lines of light began to point downward at a greater and greater angle. The sinking was so slow that you could not perceive the lights of the deck changing their position. The slant seemed to be greater about every quarter of an hour. That was the only difference.

"In a couple of hours, though, she began to go down more rapidly. Then the fearful sight began. The people in the ship were just beginning to realize how great their danger was. When the forward part of the ship dropped suddenly at a faster rate, so that the upward slope became marked, there was a sudden rush of passengers on all decks toward the stern. It was like a wave. We could see the great black mass of people in the steerage sweeping to the rear part of the boat and breaking through into the upper decks. At the distance of about a mile we could distinguish everything through the night, which was perfectly clear. We could make out the increasing excitement on board the boat, as the people, rushing to and fro, caused the deck lights to disappear and reappear as they passed in front of them.

"This panic went on, it seemed for an hour. Then suddenly the ship seemed to shoot up out of the water and stand there perpendicularly. It seemed to us that it stood upright in the water for four full minutes.

"Then it began to slide gently downwards. Its speed increased as it went down head first, so that the stern shot down with a rush.

"The lights continued to burn till it sank. We could see the people packed densely in the stern till it was gone.

"Pierre Marechal, the aviator, a partner of Paulhan, was in our lifeboat. His monocle stayed in place till we were picked up by the Carpathia.

"There were three sailors in our boat. There were six oars to be manned, and I took my turn with the men," said Mrs. Bishop.

"As the ship sank we could hear the screaming a mile away. Gradually it became fainter and fainter and died away. Some of the lifeboats that had room for more might have gone to their rescue, but it would have meant that those who were in the water would have swarmed aboard and sunk her.

"We rowed for five or six hours, I think. The Northern Lights were fading away when the Carpathia came.

"I don't think the sinking of the boat caused much suction. The disturbance of the water was not great enough to reach our boat. Perhaps the explosion of the boilers counteracted the suction. A second after the boat sunk there was a noise like the roll of thunder.

"The Big Store"

TWO MAMMOTH BUILDINGS

GREENHUT-SIEGEL COOPER Co.

BOTH SIDES OF 6TH AVE. J.B.GREENHUT, Pres. 18TH AND 19TH STS.

Here Are Just a Few of Today's Big Sales

MAIN BUILDING—Dry Goods, Fancy Goods, Wearing Apparel, Groceries, Etc.

EXTRAORDINARY SALE OF WOMEN'S SUITS—worth $25 to $30; thirty new models to select from, at....$15

MEN'S AND YOUTHS' BLUE SERGE SUITS, at....$10

ALSO YOUNG MEN'S SUITS OF CASSIMERES, WORSTEDS, etc.; values up to $15, at....$10

BOYS' SPRING REEFERS AND SUITS, at....$1.95

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"LUCILE" BABY CARRIAGES; values $21 to $24, at....$15.50 to $17.75

BIG LIST OF "QUALITY" GROCERIES—at very low prices.

AMAZING VALUES IN LINENS, WHITE GOODS, WASH FABRICS and FLANNELS.

IN OUR BARGAIN BASEMENT—HUNDREDS OF REMARKABLE GROUPS OF LOWER-PRICED GOODS, including the last of the Famous Collar Sale for Men and Boys; 15c. to 25c. Collars, classed as "seconds," at....3c

GREENHUT BUILDING—"Everything for the Home."

A WONDERFULLY COMPLETE SALE OF SUMMER FLOOR COVERINGS; A GREAT DISPERSAL OF UPHOLSTERED FURNITURE; A BIG SALE OF REFRIGERATORS OF INTERNATIONAL REPUTATION; A MOST TIMELY ARRAY OF GARDEN IMPLEMENTS, etc. These are but a few of the IMPORTANT EVENTS now progressing in this MAMMOTH HOME-AND-GARDEN-OUTFITTING INSTITUTION.

Don't fail to visit the NEW BARGAIN BASEMENT SECTION, where you will find hundreds of LOWER-PRICED ARTICLES FOR THE HOUSE AND GARDEN.

$30,000 to Charity — WE give this amount and we ask OUR CUSTOMERS to tell us by their VOTES which charitable and benevolent institutions, societies and churches shall receive this money. IT COSTS YOU NOTHING TO VOTE.

Double S&H Green Trading Stamps Before 12 o'Clock

CARPATHIA HERE, WITH THE RESCUED

Continued from Page 1.

nerved himself for the crisis, and there was not a cry as the big boat sank.

Thirty seconds later, however, a wailing scream swept the surrounding sea for half a mile, the extreme radius to which most of the lifeboats had succeeded in getting to avoid the suction of the sinking ship.

It was a cry from perhaps a thousand voices, the voices of men and women who had jumped overboard as the Titanic sank, and who rose to the surface beneath which the tremendous suction had dragged them. And then there was complete stillness over the spot where the liner had gone down.

Wail Answered by Survivors.

From the circle of lifeboats the cry was answered in one terrible response of those who, safe for a time at least, had seen husbands, fathers, brothers, sometimes children, even swept down with the floating palace on which, a few days before, they had embarked that they might make with her the maiden voyage of the world's biggest vessel.

What happened to the Titanic is still not clear. Passengers said last night, however, that water had flowed into her from the bottom; that her bows had not crumpled, but that she had slid up on to an iceberg and ripped her bottom out.

Investigation Begun at Once.

Senator William Alden Smith of Michigan and Senator F. G. Newlands of Nevada, representing the Senate Investigating Committee, which will inquire into the sinking of the Titanic and the tremendous loss of life, boarded the Carpathia soon after her gangplank was shoved off to the pier. They interviewed J. Bruce Ismay, President of the International Mercantile Marine, who had been a passenger on the Titanic and was one of the few men saved. P. A. S. Franklin, Vice President and General Manager, who was one of the first to board the steamship, was present as counsel for the company, without whom Mr. Ismay and Mr. Franklin refused to allow the interview to proceed.

After half an hour spent in Mr. Ismay's cabin, Messrs. Smith and Newlands left the pier for the Waldorf, where, they announced, the first hearing of the inquiry into the disaster will be held at 10 o'clock this morning. Mr. Smith issued this statement:

> The interview with Mr. Ismay and Mr. Franklin has been very frank and courteous, and they will appear before us with the four surviving officers of the Titanic for examination. Our course will be determined on what we learn. I do not find any disposition to thwart our purpose, but rather to aid us in obtaining all information and in carrying on the investigation. A meeting will be held to-morrow at the Waldorf.

False Reports Circulated.

The arrival of the Carpathia was the signal for the most sensational rumors to circulate through the crowd on the pier.

First Mrs. John Jacob Astor was reported to have died at 8:06 o'clock, when the Carpathia was on her way up the harbor. Mrs. Astor afterward alighted from the ship unaided, was hurried down a private elevator, and was rushed in an automobile to the home of her father, William H. Force, 18 East Thirty-seventh Street. Mrs. Astor was said to be bearing up bravely and to be in fairly good condition. She was met by Vincent Astor, Miss Katherine Force, her sister, and Drs. Cragin and Kimball. Later, accompanied by her mother, she went to the Astor residence.

Capt. Smith and the first engineer were reported to have shot themselves when they found that the Titanic was doomed to sink. Afterward it was learned that Capt. Smith and all the other officers who stayed aboard went down with their ship in perfect calm and coolness.

Major Archibald Butt, President Taft's military aid, was said to have entered into an agreement with George W. Widener, Col. John Jacob Astor, and Isidor Straus to kill them first and then shoot himself before the boat sank. It was said that this agreement had been carried out. Later it was shown that like the other men on the ship they had gone down without the exhibition of a sign of fear.

Mr. and Mrs. Straus Went Hand in Hand to Death.

Just how many women remained aboard the Titanic because they refused to leave their husbands is not known now. Mrs. Straus, however, is said to have clung to her husband, despite his prayers and entreaties to her to leave the vessel, and to have remained with her hand in his until the Titanic sank.

In their accounts of the conduct of the officers and crew and of the passengers at the time of the disaster, not a man or woman who came ashore last night had a word of anything but praise. The crew is said to have acted with a calmness which might have characterized their actions were they merely going through a practice drill.

There was not a suggestion that of the hundreds who went down with the liner there was one who failed to play the part of a man.

But for the line which sent a ship to sea, laden with 2,340 souls, and equipped with lifeboats and rafts for scarcely more than half that number, the survivors had no words bitter enough. Before they departed from the Carpathia they issued to the press a signed statement denouncing the lack of live-saving apparatus and urging international action to protect life at sea in the future.

Says Berg Was 180 Feet High.

In the throng of officials of all kinds who visited the pier last night were several Coroners, among them Coroner Holtzhauser, who waved a bunch of subpoenas, one of them he said, for J. Bruce Ismay, whom he could not find. He declared that he meant to investigate the deaths of those who were picked up by the Carpathia.

Coroner Winerbottom had an interview with Capt. Rostrom of the Carpathia, and said afterward that the Captain had told him the berg which wrecked the Titanic rose 180 feet out of water; that the giant White Star liner had sunk in two hours and forty minutes, and that when he got there from sixty-three miles away, where he received the first wireless call for help, the Titanic was already beneath the waves.

It was approximately 6:10 o'clock that the Carpathia was sighted off Sandy Hook, and it was some hour and a half later that she reached Quarantine. The big vessel was proceeding slowly and her lights seemed to be dim, as though in omen of what her arrival at the pier was to reveal. She was delayed only a moment at Quarantine and then continued her cautious progress up the bay and into the North River.

Photographers Followed on Tugs.

Behind her followed a tug on which were photographers, and at intervals of only instants there were loud reports followed by a burst of brilliant light as flashlight photographs were taken. The instant of brilliancy like that occasioned by a flash of lightning revealed the decks of the Carpathia black with passengers.

She proceeded past the Cunard pier, where 2,000 persons were awaiting her, and steamed to a spot opposite the White Star piers at Twenty-first Street.

The ports in the big inclosed pier of the Cunard line were opened, and through them the waiting hundreds, almost frantic with anxiety over what the Carpathia might reveal, watched her as with nerve-destroying leisure she swung about in the river, dropping over the lifeboats of the Titanic that they might be taken to the piers of the White Star Line.

It was dark in the river, but the lowering away of the lifeboats could be seen from the Carpathia's pier, and a deep sigh arose from the multitude there as they caught this first glance of anything associated with the Titanic.

Then the Carpathia started for her own pier. As she approached it the ports on the north side of Pier 54 were closed that the Carpathia might land there, but through the two left open to accommodate the forward and after gangplanks of the big liner the watchers could see her looming larger and larger in the darkness till finally she was directly alongside the pier.

2,000 Waited on the Pier.

Then began a period of waiting, the suspense of which proved almost too much for the hundreds gathered there to greet friends and relatives or to learn, with certainty at last, that those for whom they watched would never come ashore.

There was almost complete silence on the pier. Doctors and nurses, members of the Women's Relief Committee, city and Government officials, as well as officials of the line, moved nervously about. Seated where they had been assigned beneath the big customs letters corresponding to the initials of the names of survivors they came to meet, was the mass of the 2,000 on the pier.

Women wept, but they wept quietly, not hysterically, and the sound of their sobs made many times less noise than the hum and bustle which is usual on the pier among those awaiting an incoming liner.

And then the Carpathia was made fast, the gangplanks shot into place, and from the forward one walked a sailor dressed completely in yellow oilskins.

About each gangplank a portable fence had been put in place marking off some 50 feet of the pier, within which stood 100 or more customs officials. Next to the fence, crowded close against it, were anxious men and women, their gaze strained for a glance of the first from the ship, their mouths opened to draw their breaths in spasmodic, quivering gasps, their very bodies shaking with suppressed excitement, excitement which only the suspense itself was keeping in subjection.

The sailor hurried outside the fence and disappeared, apparently on a mission for his company. There was a deep drawn sigh as he walked away, shaking his head sadly toward those who peered eagerly at him. Then came a man and a woman of the Carpathia's own passengers, as their orderly dress showed them to be.

Again a sigh that was like a sob swept over the crowd and again the staring eyes turned back to the gangplank, a canopied structure like those which are used at weddings.

Several minutes had passed already and then a woman, the dress she wore obviously patched up from contributions of the Carpathia's passengers, her face red from weeping, her eyes starting almost from her head with the eagerness with which she stared for a known face, started down the gangplank, stopped, perplexed, almost ready to drop with terror and exhaustion, and was caught by a customs official.

"A survivor?" he questioned rapidly, and a nod of the head answering him, he demanded:

"Your name?"

The answer given he started to lead her toward that section of the pier where her friends would be waiting.

When she stepped from the gangplank there was quiet on the pier. The answers of the woman almost could be heard by those 50 feet away, but as she staggered rather than walked, clinging to the officer's arm, toward the waiting throng outside the fence, a low wailing sound started from the crowd. Its cadences, wild and weird, grew steadily louder and louder till they culminated in a mighty shriek, which swept the whole big pier as though at the direction of some master hand.

In the roaring volume, the shriller cries of women could be distinguished above the heavy sobbing of men. No other sound was audible, and to the accompaniment of the terrible chorus the woman was led from the inclosure, to be swept into the arms of a man who threw his arms about her, his tears falling over her as he struggled to greet her with a voice that broke into a sob.

Many Doctors and Nurses on Hand.

What the arrival of the Carpathia might bring forth none could tell, but as evidence of preparation for any emergency there were white-jacketed doctors from almost every hospital in the city. Nurses in uniform were scattered about the outer edges of the crowd, and against the walls of the piers rested many stretchers. Most awful to see, in the import which their presence there carried, were attachés of the Coroners' Office.

Miss Eva Booth and a delegation from the Salvation Army were prepared to furnish clothes and food to any of the survivors who needed them. Miss Booth offered to Immigration Commissioner William Williams, who was on the pier with men of his staff, a home for any of the steerage passengers who might require it temporarily. The plan was to take the male passengers to the headquarters in Chatham Square and to send the women to the Women's Hotel in West Fifteenth Street.

Commissioner Williams had a squad of assistants detailed especially to care for the steerage passengers of the Titanic and planned to assemble them on the first floor of the pier, where the immigration men could see that they were properly identified and registered and aided in making a speedy departure from the pier.

Saw Captain Ingulfed by Wave.

George A. Braden told of how he saw Capt. Smith meet his death. He said:

"I got hold of a life preserver and put it on over my overcoat. Then I jumped into the sea. When the boat went down there was not much suction. By swimming and floating I got to one of the boats, which picked me up.

"I saw Capt. Smith while in the water. He was standing on the deck all alone. He was swept down by the water, but got to his feet. Then, as the boat sank, he was again swept from his feet, and this time he was drowned."

Survivors Weep as They Land.

And now there was no cessation of the wailing cries. They rose from all sides of the pier, sweeping back and forth, and waning, only to gather renewed strength an instant afterward. The throng pressed closer and closer about the fenced-in portion of the pier. Crowds who, while their emotions were under constraint, had waited quietly at their allotted places, now forced themselves closer and closer about the gangplank.

Through this throng the Customs men led woman after woman, scarce one of whom was not crying hysterically. Their clothing was a conglomeration of garments. Some had shawls about their heads, others still wore the remnants of what had once been evening dresses.

At the appearance of each the cries of the crowd swelled stronger and stronger. Nurses and doctors rushed to the sides of women who seemed about to faint, and half led, half carried them out of the crush to parts of the pier then almost deserted.

Steerage women, recognizable by their dress and appearance, came down the gangplank, some of them not weeping as others were, but gazing with fixed eyes hopelessly about them. There was no relative with an automobile, heavy rugs and additional clothing waiting for them, but there were the Sisters of Mercy, the Salvation Army corps, and the Women's Relief Committee, and no steerage passengers left the ship without receiving a welcome and a helping hand. Some carried babies in their arms, babies who gazed about them, and even crowed or chuckled as weeping mothers carried them down to the pier.

Widowed Bride Faints in Father's Arms.

Mrs. Lucian B. Smith, the bride of a few weeks, who was forced to sit helpless in a lifeboat while she watched the Titanic carry her husband to his death, was one of the first off the ship. Her father, Congressman Hughes of Virginia, was waiting for her.

Her eyes swept the crowd for a glimpse of him and they sighted each other at the same moment. Girl and man rushed toward each other, the crowd separating that they might meet, and Mrs. Smith, with a cry, fell fainting into her father's arms.

Minute after minute the scene was repeated until, late at night, the last of the survivors able to walk had left the ship. Then there remained still aboard many women too seriously ill, not from physical exposure entirely, but from the awful mental strain as well, to be moved. Doctors and nurses were in attendance on them, and it was said that no attempt would be made to move them last night.

But newspaper men were barred from the boat. Capt. Rostrom was said to be too weary to give an interview, and all attempts to talk with officers of the Carpathia were frustrated.

How many survivors were left aboard the Titanic or what was the nature of their injuries could not be learned. It was said by those who came ashore that there were many persons aboard with broken legs and arms and others with equally serious injuries. It was learned that Mrs. Henry B. Harris, wife of the theatrical man, who went down with the ship, had had an arm broken.

Race to the Pier in Autos.

The news that the Carpathia would reach her pier soon after 9 o'clock at night instead of at 1 or 2 o'clock this morning found many of the friends and relatives of the Titanic's survivors who have come here from all parts of the United States unprepared. As the change in the time of arrival circulated through the hotels where most of these people have been stopping a rush commenced to get to the pier in time to meet the steamship.

By 8:15 o'clock a procession of automobiles, limousines, touring cars, and taxicabs had started south on Seventh Avenue, the most direct route from uptown to the pier. Over the wet asphalt they sped at racing speed, their headlights brilliantly illumining the otherwise dark street. They tore along sometimes three and four abreast, ignoring all traffic rules, and the police stood aside and watched them. They did not seem to want to stop them, though how they could have done so had they desired was not clear.

The racing chauffeurs, their cars massed close together and filling Seventh Avenue almost from curb to curb as the Jericho Turnpike was filled in the first days of the famous Vanderbilt Cup race, paid no heed to the rules of the road, which would have caused them to stop at the main cross-streets —Thirty-fourth, Twenty-third, and streets in which there are fire apparatus.

But at Fourteenth Street 250 policemen under Inspector Russell finally held them up. The police lines extended along Tenth Avenue on the east, from about Seventeenth Street, to three blocks south of Fourteenth Street.

In Fourteenth Street, from Seventh Avenue west to Tenth Avenue, the police had to open a lane in the crowds of pedestrians to allow the autos to pass. They moved along in a steady stream, the headlights of one car scarcely a foot behind the tail light of the car ahead, and here, at last, they had to move slowly.

Ninth Avenue elevated trains deposited crowds every few moments at the Fourteenth Street station, and men and women hastened along the glistening sidewalks, making westward for the Cunard piers. On the curb at Tenth Avenue, just outside the police lines, a band of Salvation Army folk stood in the rain singing hymns and praying for those aboard the Carpathia.

The Fourteenth Street crosstown cars were halted at Tenth Avenue, and their passengers made to alight. Then the gates were closed and only the motormen and conductors were allowed to go with the cars to the terminus in West Street.

Autos Parked on River Front.

The autos, holding veiled women and silent men, were allowed to park in front of the pier, and each minute after 8:30 added to the number of cars there. Nearer than about 100 feet of the pier, however, they could not go unless they were expecting survivors of the wreck, for there Inspector McCluskey had stretched ropes dotted with green lights. By 9 o'clock there were more than 500 automobiles parked inside this space, the occupants of each having assured the police that they were present to receive relatives or friends, who had been passengers on the Titanic.

The rush for the pier increased so rapidly as the time of the expected arrival of the Carpathia grew nearer that the police closed off Fourteenth Street west of Tenth Avenue to all traffic except the trolley cars and ambulances. By 9 o'clock more than fifty ambulances from almost every hospital in the city had reached the river front and were admitted by the police to Pier 54. Other traffic westward was diverted to Fifteenth Street and eastward to Thirteenth Street, but in these streets even no vehicle or pedestrian was allowed to pass who did not have business in the roped-off section. For the general public the police lines formed a barrier at Sixteenth and Eleventh Streets and at Tenth Avenue.

Fifteen automobile trucks from Gimbel Brothers drew up in front of Pier 60 shortly before 9 o'clock. They were fitted with seats and capable of holding twenty-four persons each. Each had a stretcher, and they carried 200 blankets as well. Three nurses accompanied them. The drivers did not try to gain admittance to the parking space in front of the piers, but they informed the police that they were ready to care for any passengers on the Carpathia who had no place to go and to convey them to the Gimbel store, where cots had been put in place and accommodations provided for several hundred persons.

There were also four touring cars from the same store containing the families of E. P. Calderhead and J. R. Flynn of this city and J. R. McGough of Philadelphia, all buyers for the store, who had been returning from Europe on the Titanic.

More than 500 relatives and friends of the rescued ones aboard the Carpathia were at the pier as early as 8:30 o'clock. They were directed to take positions under the customs alphabetical guide arrangement, each under the initial of the name of the survivor for whom he or she was waiting.

The management of the Hotel Belmont sent six large automobiles with Dr. Gibbons and Dr. McCabe. Many of the first-class passengers had engaged rooms at that hotel before sailing from the other side. Many private machines and taxicabs were also sent to the pier. They were all parked behind the ambulances from the various hospitals, overcrowding the freight pier and running south on West Street for a block.

The various small hotels, sailors' lodging houses, and boarding places in the vicinity were wide open for the reception of any number of steerage passengers who might have needed shelter. On the North River front it seemed that every one with shelter was anxious to share it gratis and help in alleviating the misery that had come with the greatest sea disaster New York's shore line had ever heard of or participated in.

Stock Exchange Sends $20,000.

In the stream of folk which was constantly passing into the pier came a committee from the New York Stock Exchange carrying $20,000 in cash to be distributed among those in need of financial assistance. The money, raised on the Exchange by popular subscription, was carried in a big oblong box under the escort of E. H. Thomas, President of the Exchange; Charles Knoblauch, H. N. Baruch, Charles Holzderber, and J. Carlisle. Surveyor Henry assigned to their use the little customs house on the pier.

J. P. Morgan, Jr., arrived at the pier shortly before 9 o'clock, and representatives of the Widener and Thayer families of Philadelphia were early arrivals also, having come from Philadelphia in a special train over the Pennsylvania.

Hans Winterfeldt of the firm of Speyer & Co., who was to meet Alphonso Simonius, one of the survivors, who is President of the Swiss Bankverein of Basle and London; Jefferson Seligman, Isaac Seligman, Eugene Meyer, Jr., and Howard Saks, who were waiting for news of Edgar J. Meyer and to receive and care for Mrs. Edgar J. Meyer, one of the survivors, were others who arrived early.

Among those present to receive Mrs. Henry B. Harris were William Harris, Jr., a brother of Henry B. Harris, one of the victims, and Samuel Wallach, a brother of Mrs. Harris.

Mgr. Lavelle with ten Sisters of continually stopped in front of the pier, adding new numbers to the crowd inside. But there was perfect order, though the watchers fairly quivered with expectancy, the tense strain beneath which they labored showing in the faces of men and women alike.

Meantime the Carpathia had been moving slowly up the harbor. At the Battery and other vantage points along the river front great crowds gathered to catch a glimpse of the hospital ship, which all feared might prove a funeral ship when it became known what she carried.

Outside Sandy Hook, at 6:20 in the evening, the big steamship reached Quarantine at 7:35. The Quarantine officials did not hold the ship up an instant. The doctors put out in their launch and hurried alongside while the vessel slowed down a little to receive them, and Health Officer O'Connell was put aboard.

Then the Carpathia proceeded slowly toward her pier. She passed the Statue of Liberty at 7:50, was off the Battery at 8:10, and then passed slowly through the forest of shipping on each side of the river, proceeding slowly and cautiously in the darkness.

10,000 Waited at Battery.

As the liner passed the Battery the great crowd there—estimated at 10,000 persons—stood silent. The rescue ship showed few lights, and her slow progress seemed an ominous omen to those who watched her.

Now and then her dim outline would be thrown momentarily into bold relief by a monster flashlight exploded on the shore by photographers, who sought early pictures of the incoming rescue ship.

The steamship was off her pier at about 9 o'clock, and though those on the pier could not see her, they knew that she was there, and the worst period of waiting of the whole night began while the Carpathia lingered in midstream to drop the Titanic's lifeboats that they might be towed to the White Star pier.

The minutes passed, while the crowd stood in anxious silence. It grew to be 9:10, then fifteen, twenty, and finally half-past nine. But now the Carpathia was warping in toward the pier, and at 9:35 the gangplank was run out.

30,000 Outside the Pier.

At 11 o'clock last night Police Inspector McCluskey estimated that the crowd then surrounding the pier numbered 30,000. Thirteenth, Fourteenth, and Fifteenth Streets were jammed with persons from the river front to Ninth Avenue.

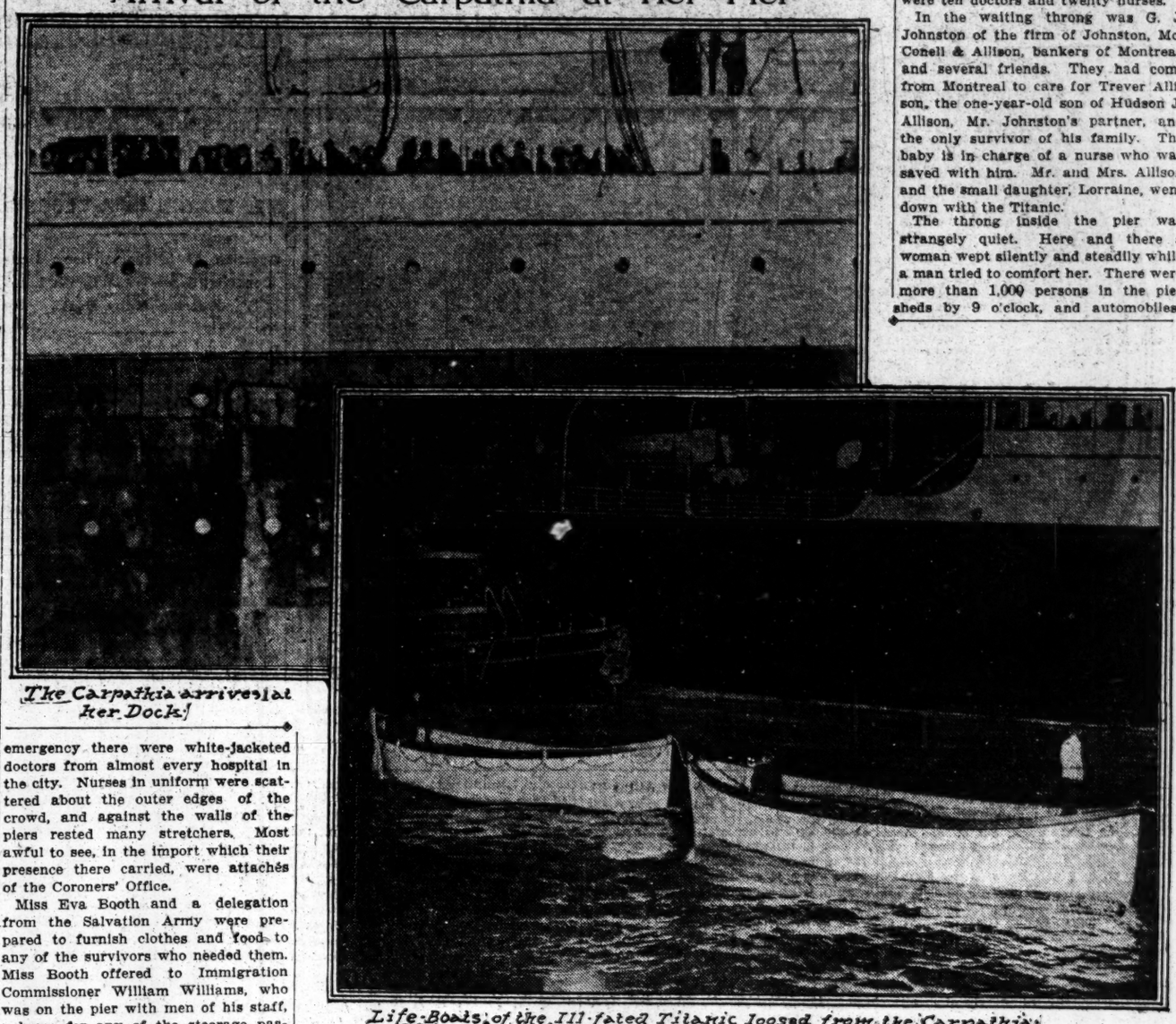
Frequently the crowd tried to break the police lines, and were driven back by the policemen with their nightsticks. Women, crying and screaming, implored the officers to let them pass through the lines to the pier, but none was permitted to go through unless possessed of a customs pass.

Ambulances carrying survivors to hospitals had to have escorts of mounted police to get through the crowds.

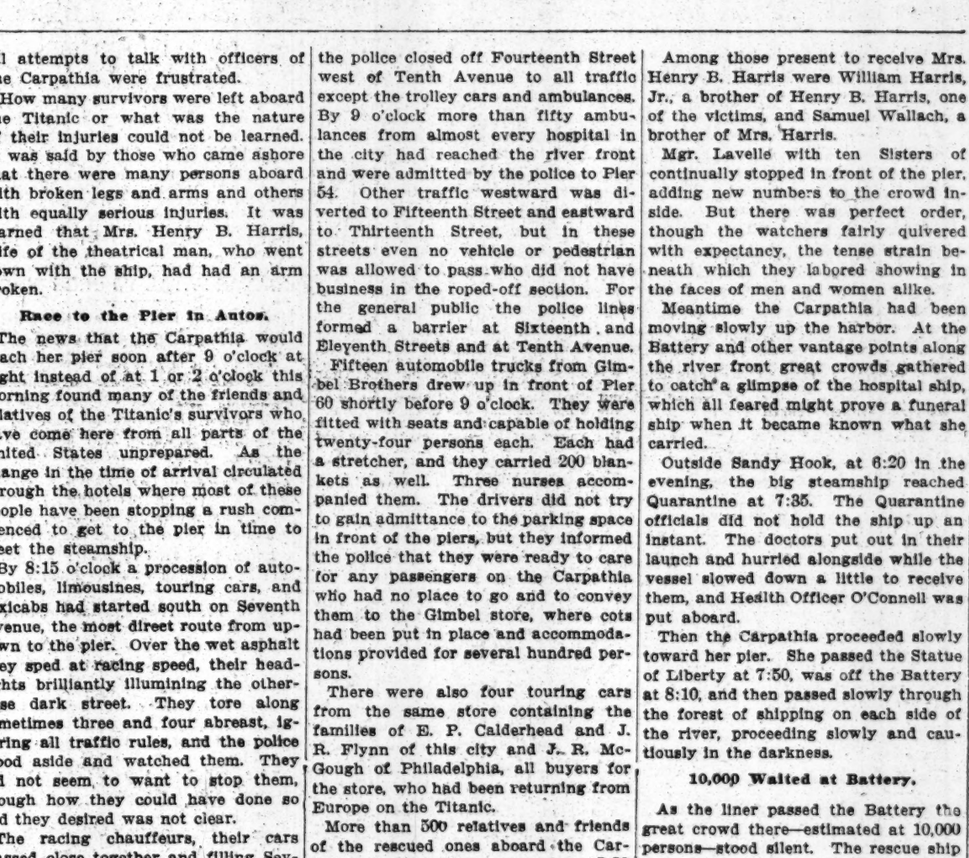
It was after midnight when the last of the survivors left the pier. They were four little children all under 5 years of age. They had been ill in the sick bay of the Carpathia, and some of the doctors on the pier diagnosed their cases as measles. One of them was found to be suffering, too, from meningitis.

Because of the contagious nature of measles several ambulance surgeons refused to take the children to the hospital, and they had to wait until an ambulance arrived from the Willard Parker Hospital and took them away. It was said that the children were from the steerage and that their parents were believed to have perished.

Arrival of the Carpathia at Her Pier



The Carpathia arrives at her Dock.



Life-Boats of the Ill-fated Titanic loosed from the Carpathia.

Photos Copyright by Underwood & Underwood

WOMEN AT THE OARS OF THE LIFEBOATS

Some of the Men Had Become Exhausted and They Took Their Places.

ONE LIGHT GUIDED RESCUERS

Surgeons on Carpathia Say Physical Condition of Most of the Survivors Was Good.

An officer of the Carpathia who had every opportunity to obtain first-hand information declared that the physical condition of the survivors was remarkably good, considering what they had endured.

"While many of the survivors," he said, "were slightly injured, only a very few were severely hurt, or much the worse physically for their experience. Everything that could be thought of was done for the men and women and children from the Titanic. Every passenger and every officer of the Carpathia turned out of his room, and the survivors were rubbed down, given refreshments, and put to bed.

"The scene as the Carpathia approached the spot where the Titanic went down was indeed remarkable. It was still dark, and as we approached the place we were guided by a single light, which could be seen several miles away. Practically every passenger and officer of the Carpathia was on deck, and the Captain gave orders for the ship to be steered for this single light. It turned out that this was the first boat to leave the Titanic, and the officer in charge had had the foresight to bring along a powerful lantern, which was the light we saw in the distance.

"In preparation for rescuing the survivors from the water, the Carpathia's Captain had ordered all of her boats made ready for lowering, but this became entirely unnecessary. After picking up the first boat, day had begun to break and other boats could be seen in the distance, some three or four miles away. The Carpathia then began to weed its way in and out among the smaller icebergs until the foremost of these boats was reached and then on from one to the other until all had been safely taken aboard.

Some Women at the Oars.

"In more than one instance as the Carpathia approached the small boats we found women at the oars. The men had become exhausted through the previous long hours of rowing and exposure. While practically every one who entered one of the boats was saved, the life rafts proved veritable death traps. Though each of the passengers on these rafts had lift belts on, the rafts were so overloaded that they sank until the water came up above their waists, and with ice everywhere in the water these persons became so chilled and benumbed that even in quiet water they were washed away and drowned.

"There was a marked difference between the physical condition and mental attitude of the passengers in the first lifeboats and those in the last. The first seemed to have undergone very little strain or excitement, and, except for the exposure of a freezing wind, they were in good condition and little disposed to complain of the treatment received on the Titanic. Such was not the case with those who were found in the last boats to leave the sunken ship. These passengers really saw and felt much of the stress of the last moments of the Titanic. They heard the pistol shots which some believe and maintain to the last had been fired by the Captain to end his own life and by others to end the lives of those men who attempted to board the lifeboats ahead of the women.

"It is not at all true that the Titanic struck the iceberg head on, according to what many of the passengers related. She seems to have struck a small berg a glancing blow, which ripped out her side and possibly her bottom. For more than two hours she lay on the water with very few of her passengers realizing the full seriousness of her damage.

"I heard absolutely nothing about cowardice among either the officers and crew of the Titanic or her passengers. All reports point to coolness and bravery to the last. Though several of the passengers in the last boats contended that Capt. Smith had shot himself, a large majority of them said it was not true, and one man said he saw Capt. Smith shove a child toward one of the lifeboats and swing himself to his bridge, where he remained until the ship buckled and disappeared. Apparently, then, Capt. Smith's last act was to save a human life.

Raved for Her Lost Child.

"The scenes of grief among the rescued on the Carpathia were heartrending, indeed. It is indescribable. My duties as an officer of the Carpathia brought me in intimate touch with many of those who had been sorely bereaved, losing husbands or wives or children, and I was at one time firmly convinced that several of the survivors had become permanently insane. I recall particularly the case of a woman who had become separated from her child. For at least a day she was as insane as any person I have ever seen.

"She raved continually, saying that she had lost three children, and begged all who came near her to tell where her children were. Later her child was found on the boat and restored to her, and then it was discovered that it was her only child. A few hours after that her mind cleared and she became herself again. There were a number of similar cases where the minds of the survivors broke down temporarily under the strain, but became normal again after quiet and rest of some hours on the Carpathia."

CRAZED BY FANCIED HORRORS.

Young Man, Hysterical Over Disaster, Quieted by Opiates.

Since reading the first news of the sinking of the Titanic, Philip Terretsky, 27 years old, of 235 East Thirteenth Street, has been distressed by thoughts of what the passengers endured, and early yesterday morning he became hysterical.

Terretsky has been haunted night and day by visions of imaginary scenes on the liner. Shortly after midnight his roommate, Ryman Soloman, was awakened by Terretsky, who became so excited that Soloman called in Patrolman McHugh, who summoned Dr. Sovak from Bellevue. For an hour the surgeon treated the young man and finally quieted him with opiates.

BULLETINS READ AT DINNER.

Speakers Before Credit Men Interrupted by News from Carpathia.

Bulletins about the progress of the Carpathia toward this port with the survivors of the Titanic on board were received last night at the dinner of the New York Credit Men's Association, and more than one of the speakers was interrupted while the latest advices were given to the 500 diners. The first of the bulletins was received at 9:30 o'clock, and announced that the Carpathia was being docked. Few of the diners could credit it because of the earlier reports that the ship would not arrive in port until well after midnight. At 9:45, however, another bulletin came, confirming the first, and when it was read the members all over the big ballroom where the dinner was held called for more information. A half-dozen deserted the dinner to go to the pier.

At the opening of the dinner at 7 o'clock First Vice President George H. Williams read a poem, "Women and Children First," a tribute to the men who died when the Titanic foundered.

The speakers at the dinner were W. Morgan Shuster, Harry New, President of the National Credit Men's Association, and J. H. Tregoe, the National Secretary. Others at the speakers' table were A. H. Alexander, George W. Whiteside, Julius Henry Cohen, Frank S. Flagg, President of the New York Association; Charles E. Meek, Harold Remington, and George W. Hayes.

MADE WOMEN LEAVE AGAINST THEIR WILL

Folk on Carpathia and Survivors Tell How the Boats Were Picked Up.

RAISE $7,000 FUND ON BOARD

Babies Hoisted Aboard Rescuing Ship in Bags—Tell of Four Burials at Sea.

When the Carpathia reached the scene of the wreck on Monday morning the weather was clear and many lifeboats were floating around. Most of the boats, according to passengers on the Carpathia as well as Titanic survivors, could easily have held many more persons. The Carpathia officers and crew got the survivors on board without trouble and assisted by the passengers everything possible was done to make them comfortable.

On the trip to New York the Carpathia's women passengers went about raising money for the needy survivors. About $7,000 in all was raised. Many of the survivors did not suffer at all from the long exposure, while others needed constant medical attention. Throughout the entire return trip Mrs. John Jacob Astor was very ill. Her condition, it was said, was serious during the entire voyage. The survivors talked freely of their experiences.

Mrs. Straus Clung to Husband.

John R. Joyce, a banker of Carlsbad, N. M., with offices at 220 Fifth Avenue, New York, a passenger on the Carpathia, said:

"In response to the wireless call, when we got up to the scene of the wreck we saw eighteen boats and one raft floating around. The Carpathia picked them all up. Four of the people on the raft were dead. They were buried at sea from the Carpathia on her way to New York.

"On the raft were about thirty-five people, and they said that about thirty-five others had tried to get on. They were lost either off the raft or while trying to get on it. It was all fixed for the women to go first. Some of the women refused to go, and the men had to insist, and actually pushed them into the boats. To the best of my knowledge the Titanic stayed afloat two hours.

"Some of the men were in their dinner jackets and evening clothes. As far as I know we saved about 600 passengers and 110 of the crew. A survivor I talked with said that when he was stepping into the last boat that left the Titanic he saw Isidor Straus. Mr. Straus was urging his wife toward the boat. She was insisting on remaining with him.

Said He Saw Astor Drown.

"I saw Mrs. Astor come on board the Carpathia, and one of the survivors told me that just before he left he saw Mr. Astor drown.

"Some of the people jumped from the Titanic and were immediately drowned. They leaped for the boats, but did not hit a lifeboat at all. I heard nothing of Major Butt. A rumor ran through the Carpathia after the rescue that there was a wild rush for the boats by the steerage passengers, and that three Italians were shot by the Titanic officers.

"A survivor said that the Titanic was going at full speed, or at least 20 knots an hour. The iceberg struck her side on and the impact didn't even throw people off their feet. As far as I can understand it scraped along the bulge keel and dragged her plates out."

"How did Mr. Ismay get out?" Mr. Joyce was asked.

For reply Mr. Joyce simply shrugged his shoulders and said:

"Well, he got into a lifeboat. On the Carpathia he went to a stateroom and never said a word. There was some criticism regarding Mr. Ismay on board the boat, but he was not criticised severely. The White Star Line was criticized to some extent. People said that everybody could have been saved if there had been enough lifeboats. Among those who criticized the steamship line was the Second Officer of the Carpathia.

"Among the wreckage that was seen at the scene of the disaster were all kinds of furniture. When she went down, there was very little suction indeed. The order was given absolutely that women should go first. Many of them hesitated, and while they did so, some of the men slipped into the boats. The majority of the survivors were in good condition."

Hoisted Children in Bags.

Another passenger on the Carpathia made the following statement:

"I was awakened at about 12:30 by a commotion on the decks which seemed unusual, but there was no excitement. As the boat was moving I paid little attention to it, and went to sleep again. About 3 o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Lifeboats were sighted and began to arrive—and soon one by one they drew up to our side. There were sixteen in all, and the transferring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists.

"The little children and babies were hoisted to the deck in bags. Some of the boats were crowded, a few were not half full. This I could not understand. Some people were in full evening dress, others were in their night clothes and were wrapped in blankets. These, with immigrants in all sorts of costumes, were hurried into the saloon indiscriminately, for a hot breakfast. They had been in the open boats four and five hours in the most biting air I ever experienced. There were husbands without wives, wives without husbands, parents without children, and children without parents. But there was no demonstration. No sobs—scarcely a word spoken. They seemed to be stunned.

Heard Titanic's Band Playing.

"Immediately after breakfast divine service was held in the saloon. One woman died in a lifeboat, three others died soon after reaching our deck; their bodies were buried in the sea at 5 o'clock that afternoon. None of the rescued had any clothing except what they had on, and a relief committee was formed and our passengers contributed enough for their immediate needs.

"When the lifeboats pushed away from the Titanic that liner was brilliantly lighted, the band was playing, and the Captain was standing on the bridge giving directions. The bow was well submerged and the keel rose high above the water. Suddenly the boat seemed to break in two. The next moment everything disappeared. The survivors were so close to the sinking steamer that they feared the lifeboats would be drawn into the vortex.

"There were preparations for a brilliant party to be given on board the next evening. On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no blue water. At one time I counted thirteen icebergs."

Let Husband Join Wife in Boat.

Mrs. Elmer Taylor of Philadelphia and London, who was rescued with her husband from the Titanic, said:

"I had retired to my stateroom for the night, and I was reading a book when there came a bump that seemed to raise the boat about six inches. Wondering what had happened, we dressed hurriedly, rather out of curiosity than alarm. We were able to see an iceberg that seemed like a mountain of snow close at hand. There seemed to be no excitement and no appreciation of what had happened.

"Just then an officer came up and told us not to be alarmed, but to go down and put on our life belts. It did not seem to be possible that it would be safer to go into one of the little boats, and I preferred to stay on board. My husband persuaded me to get into the second lifeboat lowered on our side, and as there were several men waiting to get in and no women there at the time, the boat was lowered and my husband and a number of other men were allowed to get in and join their wives, who were already in.

"After we had rowed away from the Titanic we saw the ship suddenly go down—the lights going out on one deck after another, until, with a sudden dip, the Titanic was under the water.

Terrible Wails Rose to the Sky.

"The screams of the people who remained on board rose in a terrible wail to the sky. The sound of it still lingers in my ears. It was the most horrible thing I ever heard."

How the Wireless Call Came.

Arpad Lengyel, surgeon of the Carpathia, made the following statement to a TIMES reporter upon the arrival of the ship last night:

"For three days we had been having splendid weather. We hoped to make Gibraltar one day earlier than usual. Suddenly at 12:10 P. M. on the 14th we received a Marconigram with the terrible message that the Titanic was in a sinking condition. We instantly replied that we would give assistance. We had not heard what had happened to her. But we knew that where she was then there was ice.

"It was a beautiful starlight night, but the weather was very cold. The night before it had been very dark, and foggy, but the night of the catastrophe it was clear and beautiful. I came on deck in response to a call to quarters, issued by the Captain, H. Rostron, who immediately ordered all hands on deck as soon as he received the news of the disaster.

"The Carpathia was in darkness at the time the message was received, and all of her passengers were asleep. As soon as the Captain's order was issued, calling the crew to the deck, the lights were all turned on and the ship became a brilliant mass of light. Preparations were made to meet every possible emergency. I was put in charge of the steerage, which was the receiving ward. The Italian doctor was put in charge of the second cabin. The Captain ordered coffee prepared for 1,000 persons. Full surgical dressings and appliances of every description were taken from our well-equipped drug store.

Made Five Extra Knots an Hour.

"These arrangements were made for first, second, and third class passengers. We, at this time, changed our course and started in the direction from which the message calling for help had come. When we started steaming, we saw ice, but no boats. The Carpathia, which makes 13 knots under normal conditions, made 18 knots during the entire time until we picked up the first boat from the Titanic. At 12:30 A. M. they commenced sending up rockets, which we continued to do. We went forty miles to the north. At about 2 A. M. we saw the first Coston light. This light was from a lifeboat, and was not from the Titanic.

"It was 3:30 when we picked up the first boat. This boat was filled with steerage passengers. The Carpathia had then stopped her engines. Suddenly we saw the sea dotted with little saltering, appearing in and off among the ice peaks. The people we picked up in this boat were so overcome with the cold that they were brought to the deck in a helpless condition by means of a boatswain's chair.

"There were twenty-two people in this boat, most of whom were women. All of them had worn life belts. These belts were cut from them. To some we gave coffee and to others brandy. To all of them we administered massage. Some of them were crying and could not be comforted. Though I am a surgeon and used to terrible sights and scenes, I will say to you that it is beyond human belief that any man's eyes could see what mine have seen. It was terrible, even to me.

"A little ahead of us just at this time we noticed a very peculiar thing. A short distance away the sea appeared as brown as if it had been painted. This marked the spot where the Titanic went down. The color of the sea was due to the mass of wreckage from the great ship. It consisted of small debris, settling of chairs and stools, and included twelve boats upside down. Several persons whom we picked up were in their night clothes. Some of them were in evening dress.

"Many of them were wounded, perhaps from jumping. When we sighted the flotilla of lifeboats we stopped our engines and let them come to us, because it was easier for them to manoeuvre. Because we had no infectious diseases on our ship and because of the great number of wounded and weakened people we picked up we used our isolation ward as well as our hospital.

"Clinging to the side of the first boat we picked up were four men who had been swimming for from two to three hours in the cold water. Two of them were sailors, one of them was a passenger, and the other was the second Marconi man. Although these men were swimming, automatically keeping their heads above the surface, they were mentally unconscious of the fact that they had been rescued. When we got them to the deck they appeared to me to be four dead men. I cut their clothing from them and laid them in a warm stateroom, where they recovered in about twelve hours.

"Mr. Daniels, who is a banker from Philadelphia, was clothed only in a woolen sleeping garment. He was delirious. I gave him my own shirt. There were a number of children taken from the lifeboats who did not have parents. There were four cases in which infants and mothers were separated, being in different boats and being united after we had gotten the entire number of survivors aboard.

"In one case there was a nursing infant separated from its mother. Each was saved in a different boat. We took from the boats four dead bodies.

"Mrs. Astor was not recognized because of the condition of her hair, which obscured her face. When her identity was learned she was put in the private stateroom, from which she came out for the first time to-night.

"Those who were dead were either frozen to death or killed by shock. They were unwounded. They were all male. These four bodies were buried at sea at 6 o'clock Monday afternoon. We picked up in all fourteen boats. We have brought in thirteen of these boats. We did not have room for the other three, and left them adrift. It was 10 o'clock in the omrning when we had picked up the last boatload.

"Then we started steaming. In one hour and a half we had reached an ice field. It took us one and a half hours to pass through this field. I estimate that it was eighteen miles in width."

Dr. Lengyl said later that he had talked with a survivor of the Titanic, who told him that the survivors in his lifeboat had said that Capt. Smith of the Titanic had shot down two men who had tried to climb into a lifeboat, and that the Captain had also shot the man on the lookout in the crow's nest of the Titanic. He said he did not see Mrs. Astor during the whole trip back to New York, as she kept to her stateroom. About 8 o'clock last night, however, he said he had seen her on deck for a few minutes.

The story of the manner in which the rescue of the survivors was accomplished by the Carpathia was related in graphic style by J. W. Barker, one of the stewards of the Cunard liner.

"At eight bells, midnight, I had gone below and turned in," said Barker. "Twenty minutes later I heard the hiss and crackle of the wireless, but paid no attention to it until the chief officer knocked at my cabin and told me to get ready to receive 3,000 passengers from the White Star liner, which was in distress, and from which an 'S. O. S.' call had been picked up.

"All of the stewards were assembled; the store-room was ransacked. Blankets, brandy, medicines and bandages were gotten out and the dining room tables were laid to provide a large and extra fine meal for the rescued. The crew was assembled on deck and mustered to the boats, which were swung loose, ready to be lowered at a moment's notice.

"In the meantime, we had changed our course and were proceeding under full speed for the spot in which the Titanic lay. It was three o'clock before the first sign of her had been detected. Then we noticed on the horizon a blue flare, which is a distress signal. It came from one of the lifeboats, but we could not tell that at the time. The Titanic, as we afterward learned, had sunk long before this signal had been sighted.

"It was 4:30 and dawn was just beginning to break when we caught sight of the first lifeboat and knew that the Titanic had been abandoned. At the same time we got our first hazy glimpse of the giant iceberg which had destroyed the big steamship. It lay against the horizon in front of us like a green-gray monster in the early light.

"As soon as the first lifeboat had been sighted we hove to and began to send up rockets to attract the attention of any other boats which might be at hand. Soon afterward the first boat lay alongside of us, and the passengers were hoisted over the side, with Capt. Rostron of the Carpathia standing at the rail to receive them. In the first boat were two men, both sailors, fourteen women, and two children.

"The passengers had been barely picked up and the first lifeboat hoisted on deck when the second boat hove in sight. From then on, at brief intervals, boat after boat began to come alongside until we had picked up sixteen in all. Fourteen of the boats were large-sized lifeboats and these were hoisted on board and saved, the other two, as it happened, were collapsible and of slight value, and these we discarded for lack of room after the people on them were saved.

"We lay in the same position until it was broad daylight, burning rockets and searching the sea with glasses on every side. At 6 A. M. we sighted the Californian of the Leyland line, and got into wireless communication with her at once. She informed us that she had been cruising around the spot where the Titanic went down and had not been able to sight a single lifeboat or any indication of any survivors. We asked her to continue the search and put about for New York with the rescued we had on board.

"I was amazed at the wonderful demeanor of most of the women passengers rescued from the Titanic. Most of them came up over the side perfectly calm and collected. Only a few shrieked, and I did not see any of them weeping until several hours afterward. All of the rescued were immediately wrapped in warm blankets and were given drinks of brandy and coffee.

"When Bruce Ismay was taken on board the first thing he did was to demand something to eat, and went into the dining room for some breakfast. One of the stewards gave it to him, and he offered the man $2 as a tip. At first it was refused, but he insisted, saying that he was going to see to it that all of the 'boys' on the Carpathia would be rewarded generously. It was then that the steward learned that the hungry passenger was Mr. Ismay.

"After the first meal Mr. Ismay kept to the stateroom which he was sharing with another passenger, and ate all of his meals there. I did not see him again in the restaurant. I did hear some talk among some of the women from the Titanic about his having been saved, but nothing that I can remember.

"A remarkable thing was that in one of the lifeboats which we picked up the two sailors at the oars were both dead, having collapsed from exhaustion as the result of their long fight with the waves to get away from the sinking ship and avoid being within the area of suction."

"The officers of the Carpathia and the male passengers gave up their cabins very gladly to accommodate the passengers from the Titanic. We slept in the steerage or anywhere we could in order to make room for the strangers. The strangers were always fed first. Most of them were without any clothing whatever and our own passengers and officers gave up their own clothing to help them out. In that fashion they all got clothing of some description.

"There were five or six little children. They seemed to recover from their first fright very quickly and were soon romping about and playing. One of the children had a case of pneumonia, as it was at first thought, but it turned out to be a case of measles. All the women passengers on the Carpathia got busy at once, knitting and sewing babies' clothing.

"I have asked some of the passengers how it happened. They tell me that about 12 o'clock they heard a great noise. According to their stories, when they came on deck and asked what had happened, the captain told them there was nothing to be alarmed about, and that she had only poked her nose into an iceberg. It was not until some time later that we got ready for the lifeboats.

"While the sailors were busy getting the lifeboats ready, there was an explosion and it was only then that the captain ordered that every person should put on a life belt and that the women and children should be put into the lifeboats."

Mr. and Mrs. Isidor Straus.

New York Philanthropist and His Wife, Who Went Down with the Titanic.

TAKEN TO THE HOSPITALS.

Mrs. August Belmont Volunteers as Nurse to Aid Patients from Steerage.

More than 100 of the steerage passengers of the Titanic were taken to St. Vincent's Hospital last night and placed in the four large wards of the hospital which had been prepared for them.

Mrs. August Belmont, who volunteered her services as a nurse, went about the wards, and did much to cheer up the survivors, the majority of whom were much depressed. Mrs. Belmont arrived at the hospital with the first ambulance from the pier, which brought John Thompson, a fireman of the Titanic, and Thomas Whiteley, a waiter of the ship. Thompson had a fractured leg and Whiteley was suffering from frozen feet.

Mrs. Belmont called up on the telephone yesterday Father F. J. Heney, rector of the Mission of the Holy Rosary in State Street, and volunteered her services. Father Heney was pleased, and told her he was certain she could be of great service.

Mrs. Belmont left the hospital for the pier shortly after 8 o'clock, accompanied by Father Lavelle, rector of St. Patrick's Cathedral, and Father Heney, who had been designated by Cardinal Farley to look after the welfare of the immigrants, many of whom were Irish.

Among the survivors at the hospital is Mrs. Selina Aspinals and her two children. Her husband and four others of her children were lost. She said she did not know how she came to be saved. She knew only that she and two of her children were pushed into the boat, and that something dreadful had happened.

CHANGE FATAL TO GUGGENHEIM

Had Booked Passage on the Lusitania, Whose Sailing Was Canceled.

Special Cable to THE NEW YORK TIMES.

LONDON, April 18.—A business friend of Benjamin Guggenheim says that had the Lusitania sailed as arranged, on April 6, Mr. Guggenheim would be alive.

He booked a passage on the Lusitania, but the latter's sailing was canceled, as she was under repair, and the Carmania was substituted. Mr. Guggenheim preferred to wait for the next fast boat, which was the Titanic.

HOW THE HARRISES PARTED.

"Of Course, Ladies First," Said Mr. Harris, and Stayed on Board.

George Brayton, an asphalt manufacturer of Los Angeles, who was on the Titanic, last night gave an account of the parting of Henry B. Harris and his wife. He said:

"Mr. and Mrs. Harris approached the lifeboats arm in arm. As they were about to enter them, an officer stepped up and said:

"'Ladies first, please!'

"Mr. Harris bowed and smiled, saying:

"'Of course, certainly, ladies first.'

"After bidding his wife farewell, Mr. Harris mingled with the other passengers who remained on board."

2,208 WERE ON THE TITANIC.

Statement in House of Commons by President of Board of Trade.

LONDON, April 18.—The actual number of the passengers and crew on board the Titanic at the time of the disaster was 2,208 according to the Right Hon. Sydney Buxton, President of the Board of Trade, who made the statement in reply to a question in the House of Commons this afternoon.

ROCHESTER GIRL IS SAVED

But Traveling Guardian of Little Miss Bentham Is Missing.

Special to The New York Times.

ROCHESTER, April 18.—Lilian Bentham of 11 Kay Terrace is saved on the Carpathia, but her mother is suffering from nervous strain in consequence of the delay in communication. Miss Bentham had been spending a year in Europe and joined a friend of her family, William J. Dunton of Holley, to return home with him on the Titanic. Miss Bentham is saved, but Mr. Dunton went down with the ill-fated vessel.

The widow is a guest of Mrs. Bentham in her Rochester home, so that Mrs. Bentham is swayed by conflicting emotions, joy at meeting with her daughter and grief for her bereaved friend.

Among others in whom Rochester is interested are Mr. and Mrs. Harrington Mann. Mr. Mann makes his home in London and is a well-known painter. Mrs. Mann is a sister of Henry Paisley of Rochester. Mrs. Mann has been saved, but the artist is among the missing. Stanley Fox, also of Rochester, was booked on the Titanic, and is supposed to have been among those who are drowned. Howard B. Case, formerly of Rochester, on the Carpathia.

INQUIRIES ALREADY ORDERED IN ENGLAND

Board of Trade and Post Office Departments to Investigate Titanic Disaster.

MR. BUXTON IS APOLOGETIC

Question of Lifeboats Long Under Consideration—Transatlantic Lines Ordering Many Boats.

LONDON, April 18.—Searching inquiries into matters concerning the catastrophe to the Titanic appertaining to their respective departments were promised in the House of Commons this afternoon by Sydney Buxton, the President of the Board of Trade, and Herbert L. Samuel, the Postmaster General.

The Postmaster General declared that he had already taken up the subject of the false reports which had been published. He continued:

"I am making inquiries as to whether the wireless messages from ships holding my license for wireless telegraphy on which the reports were represented to be founded were in fact sent from those ships." He asked that the question be repeated in a week's time.

Some members of the House suggested that the false reports had been spread with a view to affecting the premiums on reinsurance, but Mr. Samuel declared that that matter was not within his cognizance.

Mr. Buxton was apologetic when explaining the inadequacy of the Board of Trade regulations in regard to shipping. A committee, he said, had been appointed last year to consider the necessary revisions of the regulations, but the increased provision of boats recommended by that committee was not considered altogether adequate, so the matter was referred back for further consideration. He continued:

"I want the House clearly to understand that up to the present it has never been suggested by a responsible expert authority that every vessel, however large and however well equipped with watertight compartments, should necessarily carry lifeboats adequate to accommodate all on board. The present disaster, however, has created a new situation, which will need to be most carefully considered, not in a panic, but in the light of all the information which the inquiry will disclose."

Mr. Buxton, who was plied with questions, stated that the Titanic actually carried 16 boats on her davits, giving accommodation for 980 persons. Other boats carried on board provided accommodation for another 188, making together a total of 1,178. In addition there were 48 life buoys and 3,560 life belts.

Mr. Buxton said he was not prepared at present to express an opinion as to whether British passenger steamers should be prevented from taking the northern route during the Spring months. This and other questions were to be submitted to searching inquiry. He was also afraid that the Board of Trade had no power to prevent racing for records across the Atlantic. He continued:

"I can assure the House that there will be no delay in connection with the inquiry into the disaster. We fully recognize the great responsibility that the Board of Trade bears in the matter, but I do urge that it is far better that we should give a little more time and come to a really satisfactory conclusion rather than act too rapidly, which might possibly lead to greater evils."

Asked if the German-American lines carried nearly double the number of boats required by the British Board of Trade regulations, Mr. Buxton replied: "I do not think so."

Horatio Bottomley moved the adjournment of the House to "call attention to the failure of the Board of Trade to provide adequate protection for the lives of passengers on ocean liners."

The Speaker admitted the propriety of Mr. Bottomley's motion, but pointed out that a full discussion of the subject could take place on the civil service estimates to-night, so that an adjournment was not necessary.

The House resumed the debate on Mr. Bottomley's motion to-night, but no fresh light was thrown on the subject. Mr. Bottomley wanted the condition attached to the certificates of liners that they should not use the northern route at certain seasons.

Mr. Buxton explained that the delay in providing new regulations was due to the fact that experiments were being made with respect to life saving, and the Board of Trade was anxious not to act without full knowledge.

Mr. Bonar Law, the leader of the Opposition, agreed with Mr. Buxton that it would be inadvisable to act under the influence of a panic, and the subject was dropped.

Meanwhile announcements are appearing in increasing numbers in the newspapers that the transatlantic lines are ordering lifeboats nearly doubling the present capacity.

The disaster has apparently had no effect on bookings, except for the preference now shown for the smaller and slower ships, some of the prospective travelers having transferred passages from the mammoths.

At a meeting to-day of Grand Trunk Railway of Canada shareholders the Chairman, A. W. Smithers, feelingly referred to the probability that Charles M. Hays, the President, had been drowned.

CORONERS WERE ON HAND.

Three Took Launch to Meet Carpathia, Another Stays at Pier.

The four Coroners of the Borough of Manhattan had made full arrangements yesterday afternoon for the disposition of bodies on the Carpathia. Coroner Feinberg, President of the Board, said that an undertaker asked Dr. Gulfoy of the Board of Health what disposition would be made of bodies that might be on the incoming vessel and was told to communicate with the Coroner's office.

Coroner Feinberg then arranged with the Harbor Squad to have a police launch take him and Coroners Winterbottom and Holtzhauser down the bay to meet the Carpathia. Coroner Hellenstein was detailed to the pier.

"We realize the deep grief of the relatives," said Coroner Feinberg, "and we shall do everything we can to aid in the removal of any bodies on the boat to the care of relatives. If there are any unidentified bodies we may send them to the Morgue, but most likely we shall send them to private undertaking establishments until such time as they are identified."

Herman Winter, assistant general manager of the Cunard line, and officials of the Campbell Burial Company vigorously denied a report that the company had been requested to have 250 coffins in readiness on the arrival of the Carpathia. The burial company had made no such announcement.

Condolences by Portuguese Senate.

LISBON, Portugal, April 18.—The Portugese Senate this morning adopted unanimously a resolution expressing the sympathy of the government and people of Portugal with the victims of the Titanic disaster.

MUCH GRIEF IN ROME.

Many False Rumors There—W. R. Mead Not on the Titanic.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

ROME, April 18.—Rome still talks of little but the Titanic disaster. Some of the passengers have relations and friends here, and some were in Rome only a couple of weeks ago.

Many false reports have been circulated. It was said that Mrs. Frank D. Millet had telegraphed that she had received a Marconigram saying her husband was safe. The report is now contradicted.

The Pope and Cardinal Merry del Val are so concerned about the fate of Major Butt that they wired to the Apostolic Delegation at Washington making inquiries.

It was originally believed here that W. R. Mead, who was in Rome recently to arrange with J. Pierpont Morgan details of the construction of the new American Academy on the Janiculum, was among the passengers, but this is known to be untrue, Mr. Mead having sailed yesterday.

ROME, April 18.—The Osservatore Romano, the Vatican organ, publishes the following official communication:

"The Pope has learned with deep regret that among the victims of the ruthless disaster to the Titanic, which has so profoundly grieved him, was Major Butt, returning from a visit to Rome. Major Butt had been the bearer of an autograph letter from the President of the United States to the Pontiff, and now, on returning home, had an autograph letter from the Pontiff to the President, together with an answer from Cardinal Merry del Val, the Papal Secretary, to a letter addressed to him by the President.

"The Pontiff, while expressing to President Taft his profound sympathy and sorrow for all, hastened to ask for news respecting the fate of Major Butt. President Taft immediately answered, expressing to the Pope his profound gratitude for the interest and sympathy shown by the Pope toward the sufferers, and adding that unfortunately there was no hope that Major Butt had been saved."

FALLIERES GRIEVED.

Taft Pays Tribute to Butt in Answering Message.

WASHINGTON, April 18.—The White House made public to-night the following cable message from President Fallières of France:

With profound affliction have I heard of the Titanic's awful catastrophe, which brings mourning to so many American families, and I have it at heart to extend to you my most sincere condolences. I wish to tell Your Excellency how much I share in your anguish about the fate of your aid and friend, Major Butt.

In reply President Taft paid a touching tribute to Major Butt.

"I am grateful," he cabled, "for your reference to my friend and aid, Major Butt. Soldier that he was, with rescue only possible for part of the company, I know that he felt his place to be on the ship as she went down."

NEWFOUNDLAND'S SYMPATHY.

Bryce Conveys Colony's Condolences to Taft—Cardinals Thanked.

WASHINGTON, April 18.—President Taft received a letter to-day from James Bryce, the British Ambassador, conveying the heartfelt sympathy of the Government and people of Newfoundland over the wreck of the Titanic. Mr. Bryce's letter reads:

Dear Mr. President: I have received a telegraphic message from the Governor of Newfoundland, in which he requests me to cause the heartfelt and earnest sympathy of the colony of Newfoundland to be conveyed to all who have lost those dear to them by the terrible disaster to the Titanic.

I have the honor to request that you will accept on behalf of the Government and people of Newfoundland this expression of their profound sympathy with the people of the United States in the great and terrible sorrow which has come upon them in this awful shipwreck.

In reply President Taft wrote Mr. Bryce a letter which read in part:

I thank you for this expression by the Governor and people of Newfoundland in the great and terrible sorrow which the people of the United States have suffered in this shipwreck.

The expression of sympathy sent to President Taft yesterday by the three American Cardinals has been acknowledged by the President in a letter made public to-day by Cardinal Gibbons, as follows:

My Dear Cardinal Gibbons: I have received the written expression by the Roman Catholic Archbishops of the country in joint session with the Trustees of the Catholic University of their profound grief of the awful loss of human lives in the sinking of the Titanic, and on behalf of the bereaved I beg to express a grateful appreciation of this message of sympathy.

The President added that he noted the Cardinal's valued suggestion as to the necessity for legal provision for greater security of ocean travel.

LONDON FUND $200,000.

Ambassador Reid Gives $2,500 for Titanic Sufferers.

LONDON, April 18.—The Titanic relief fund here now totals nearly $200,000.

Of this amount the City Corporation and Lord Mount-Stephen have contributed $5,000 each, and the American Ambassador, Whitelaw Reid, $2,500.

Fire Department Flags at Half Mast.

By special order of the Fire Commissioner, the flags on all the Fire Department buildings will be displayed at half-staff until sunset to-morrow out of respect to the dead of the Titanic.

FUTRELLE REFUSED TO ENTER LIFEBOAT

His Wife Tells How He Parted with Her on Titanic, Commanding Her to Save Herself.

YOUNG DAUGHTER MEETS HER

Surprises Relatives by Coming from Convent in Baltimore—Couldn't Believe Her Father Dead.

Jacques Futrelle, the author, was one of the first cabin passengers who parted with his wife and steadfastly refused to accept a chance to enter a lifeboat when he knew that the Titanic was sinking under him. The story of how her husband went to his death was told by Mrs. Futrelle last night:

"When the Titanic hit the iceberg there was the most appalling excitement," said Mrs. Futrelle, "and who, after they have passed through such an experience could blame those poor people for the panic that overwhelmed some of them?

"I do not doubt that my husband is dead, but even that knowledge cannot make me suffer more. There could be nothing worse than the mental anguish through which I have passed since we were rescued.

"Jacques is dead, but he died like a hero, that I know. Three or four times after the crash, I rushed up to him and clasped him in my arms and begged him to get into one of the lifeboats.

"'For God's sake go!' he fairly screamed at me as he tried to push me away, and I could see how he suffered. 'It's your last chance, go!' Then one of the ship's officers forced me into a lifeboat, and I gave up all hope that he could be saved."

Mrs. Futrelle could say nothing more about her experiences on the Titanic or while floating helplessly about in one of the lifeboats anxiously awaiting the arrival of some ship. Friends and relatives who had met her at the pier would permit no further questions to be asked her.

Those who met Mrs. Futrelle were her sister and brother-in-law, Mr. and Mrs. Charles H. Copeland of Boston; her brother, Jack Peel, and her daughter, Miss Virginia Futrelle, who is a pupil at the Notre Dame Convent at Baltimore, Md. It had been expected that Miss Futrelle, who is but 14 years old, would remain at the convent until she was summoned by her mother, and her presence in this city first became known to her aunt and uncle, Mr. and Mrs. Copeland, after they had arrived here from Boston yesterday afternoon. Mr. Copeland found it out when he sought passes for the party to the pier, and was informed that four had been issued in the name of Miss Futrelle.

Miss Futrelle would not believe that her father had gone to his death when the Titanic foundered, and in fact it was half an hour after she had joined her mother at the Hotel Belmont last night that she was assured of the fact.

"You must be brave," one of those in the party told her, and the girl replied:

"Yes, I must bear up for mother's sake."

Then she went to her mother and, clasping her in her arms, tried to comfort her and cheer her.

When Mrs. Copeland learned that Mr. Futrelle had not been saved she broke down and wept. It was said last night that she was prostrated by the news.

Mrs. Futrelle said that she would remain at the Belmont for the night and possibly to-day to obtain rest, for she was completely worn out. She will then go to her home in Scituate, Mass.

J. P. MORGAN DEPRESSED.

Cables That He Prefers to Refrain from Comment at This Time.

J. P. Morgan cabled yesterday that he highly appreciated the thoughtfulness of THE NEW YORK TIMES in cabling him the first news of the Titanic calamity. He said that he was very much depressed by the appalling intelligence, and that in such a time as this, when public excitement runs high, he would refrain from comment. He preferred to await the full details.

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Florine" Quality
Gun Metal "Tranchant" 1.65
Gun Metal color with White Embroidery and Stitching. Harmonizes with every costume.
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Dull Black Calf, flat sole, broad shank and low heel, blind eyelets. Button on same last. $5
At Sixth Avenue Store Only.
Sixth Avenue at Nineteenth Street
Fifth Avenue above Forty-fifth St.

Men and Religion

Take Time to Think About God

That is the highest act of which a man is capable. Thorough thought, habitual thought, reverent thought, about the Highest is the best use of mortal mind.

And if you think about God, He will not let you forget your brother.

Hearken now to the Supreme Law, as laid down by humanity's best Friend, safest Teacher and only Redeemer:

"Thou shalt love the Lord thy God with all thy heart, * * * and Thy Neighbor as thyself."

LINER DID NOT SPEED, MR. ISMAY DECLARES

Not the Custom of the White Star Line to Try to Break Records.

TOOK LAST BOAT, HE SAYS

Awakened by Crash—Doesn't Know About Bulkheads—Ship Sank in 2 Hours and 25 Minutes.

J. Bruce Ismay was asked at the pier last night whether he did not desire at this time to answer the charges that have been made that on the first trip of great liners it is the custom to speed in order to obtain the advertising which is bound to follow the saving of time.

"That statement is absolutely false," replied Mr. Ismay with more animation than he showed at any time during the interview. "I can speak for the White Star Line that such a proceeding is not the case, and that the Titanic at no time during her voyage had been at full speed."

Mr. Ismay was asked to tell something about the accident.

"I was asleep at the time. I came on deck. The officers were doing their duty. Capt. Smith I did not see."

He was asked a number of questions, to which he replied that he did not see the things he was questioned about.

"The ship sank in two hours and twenty-five minutes after the collision," said Mr. Ismay. An interviewer broke in to ask:

"Is it not true that she remained afloat long enough to save all if there had been enough boats?"

"I decline to answer," replied Mr. Ismay.

Mr. Ismay was then asked what boat, in their order of departure, he left the ship in, and, misunderstanding the question, he replied:

"I went in the starboard collapsible boat."

"Did you go in the first or the second boat?"

Mr. Ismay thought for a second and then said:

"I went in the last boat."

Can't Tell About Bulkheads.

"Mr. Ismay, there has been much discussion as to the efficacy of the modern bulkhead and the automatically closing doors. Did the bulkhead doors work on the Titanic, and what was the reason for the rapid sinking of the vessel?"

"As to the bulkheads, I do not know how they held. I was in my room when the collision came. I believe that in this case the whole bilge of the ship was torn as she struck a glancing blow."

Mr. Ismay was asked how long after the collision the lights remained lighted.

"It was not twenty minutes," he replied. "It was not long after that."

Mr. Ismay said that he did not see the ship go down and heard no explosion. He was asked what the first sensation was, and he replied that, while there had been no great shock, he was, nevertheless, awakened.

"I woke and it felt as though the Titanic had struck a glancing blow and the ship was going heaving up."

Mr. Ismay could offer no suggestion as to the delay in sending wireless messages and he said he knew nothing of the Carpathia's refusal to answer questions from President Taft.

His Wireless Delayed.

"I sent a message, a brief summary of the fact, telling that the vessel had been in collision and had sunk. This was at 11 A. M. on Monday."

P. A. S. Franklin, Vice President of the International Mercantile Marine here, broke in to say that that message was only received yesterday morning.

Makes Formal Statement.

Then Mr. Ismay declined to answer any questions outside of a formal statement, excusing himself from discussing the wreck on the ground that the matter was now in the hands of the United States Senate committee. His statement reads:

"In the presence of and under the shadow of a catastrophe so overwhelming my feelings are too deep for expression in words. I can only say that the White Star Line and its officers and employes will do everything possible to alleviate the sufferings and the sorrow of the survivors and their relatives and friends. The Titanic was the last word in shipbuilding, and every requirement prescribed by the British Board of Trade had been lived up to. The master, officers, and seamen were the most efficient in the British service.

"I am informed a committee of the United States Senate has been appointed to investigate the wreck. I heartily welcome an exhaustive inquiry, and any aid that I or my associates or navigators can render is at the service of the public and the Governments of the United States and Great Britain. Under these circumstances I must respectfully defer making any further statement at this time."

But after he left the ship and was on the pier with Vice President Franklin, he was again surrounded and asked the question as to "how he happened to be in a lifeboat when so many men were drowned."

In response to the first volley of questions he replied:

"The Titanic sank about midnight, or some little time after, and I think her entire bilge was ripped open."

Then the question was asked how he happened to be one of the "mostly women and children" who were saved, as some one put it. He talked in reply of the magnificent behavior of the crew and expounded on how brave they acted.

Again he was asked how he happened to be among the survivors, and Mr. Franklin broke in and said that Mr. Ismay was distraught with the excitement and shock and that such a question was unfair. Mr. Ismay suffered himself to be led away.

Senator Smith was asked whether Mr. Ismay had described what had occurred.

"Yes, he went into detail, but I prefer to have him tell you rather than myself," replied the Senator.

SAYS ISMAY TOOK FIRST BOAT.

Titanic Fireman Declares He Got in "with Millionaires."

Harry Senior, a fireman on the Titanic, said last night:

"I was in my bunk when I felt a bump. One man said, 'Hello, she has been struck.' I went on deck and saw a great pile of ice on the well deck below the forecastle, but we all thought the ship would last some time, and we went back to our bunks. Then one of the firemen came running down and yelled, 'All muster for the lifeboats!' I ran on deck, and the Captain said:

"'All firemen keep down on the well deck. If a man comes up I'll shoot him.'

"Then I saw the first boat lowered. Thirteen people were on board, eleven men and two women. Three were millionaires and one was Ismay.

"Then I ran up on the hurricane deck and helped to throw one of the collapsible boats on to the lower deck. I saw an Italian woman holding two babies. I took one of them and made the woman jump overboard with the baby, while I did the same with the other. When I came to the surface the baby in my arms was dead. I saw the woman strike out in good style, but a boiler burst on the Titanic and started a big wave. When the woman saw that wave she gave up. Then, as the child was dead, I let it sink, too.

"I swam around for about half an hour, and was swimming on my back when the Titanic went down. I tried to get aboard a boat, but some chap hit me over the head with an oar. There were too many in her. I got around to the other side of the boat and climbed in. There were thirty-five of us on board, including the second officer, and no women. I saw any amount of drowning and dead around us. We picked one man off an overturned boat and he died just as he was pulled over the side.

"Later the second officer signaled to some other boats and some of us were transferred to them. We sighted the Carpathia at daybreak, after being in the boat about five hours. As soon as I got on board I was put in the hospital and taken good care of."

HOW J. B. THAYER DIED.

Swept from Raft to Which His Son Managed to Cling.

The manner in which John B. Thayer, Second Vice President of the Pennsylvania Railroad, met his death along with eighteen or twenty other men was described last night by Mrs. W. C. Stephenson of Haverford, Penn., one of the survivors. Thayer, his son, John B. Thayer, Jr., and the score of other men, she said, refused to enter a lifeboat, choosing instead to take their chances on a crude raft. They had scarcely jumped to the raft when a huge wave struck it, splitting it in two parts. Mr. Thayer, Sr., was thrown into the water and disappeared. His son managed to scramble back on the raft, and was rescued by one of the lifeboats.

Mrs. Stephenson said that Mrs. John B. Thayer was in the same lifeboat with her and saw her husband go to his death. Others in the lifeboat, she said, were Mrs. John Jacob Astor and Mrs. George D. Widener of Philadelphia.

"Mr. Thayer," said Mrs. Stephenson, "was one of the bravest men I ever saw. Immediately after we felt the shock of the collision he bent every effort to comfort and console the women and to see that they got safely into the lifeboats. He refused to give a thought to his own safety until he had done all that mortal man could do for us."

Mrs. Stephenson said she had ample time to obtain clothing after the collision and life preservers were distributed, which she said, afterwards proved a most welcome protection against the cold.

They were in the lifeboat at least five hours and on several occasions during that time narrowly escaped being engulfed by great waves. One of these waves, she said, swept completely over the boat, drenching every one and sweeping a man named Williams over the side.

On board the Carpathia, she said, she had seen Mrs. Astor several times walking about near the Captain's cabin and had talked with her. Mrs. Astor, she said, was apparently in delicate health, but had borne up well under the terrible ordeal.

Mrs. Stephenson was taken to the Pennsylvania Station in a taxicab provided by the railroad and started for Philadelphia on a special train which the company had placed at the disposal of such of the survivors as wished to use it.

BOY WIRELESS SAVED THEM.

Rescues Resulted from Coltain's Untiring Devotion to Duty.

Harold Thomas Cottam, the wireless operator of the Carpathia, through whose efforts more than to any one else the saving of a part of the Titanic's passengers was made possible, is only 21 years old. He is an English boy, born in Nottinghamshire, where his father is a builder and operator.

One glance at young Cottam gives one the impression that he is as alert as he is young. Had it not been for this alertness, in fact, supplemented by his untiring devotion to his work, the story of the Titanic's disaster might have ben a different one.

When Cottam was only 17 years old his father sent him to the British College of Telegraphy, a private institution in Clapham, London. He remained there eleven months, and at the end of that time was awarded a diploma designating him as a fit man to transmit and receive either land, cable, or wireless messages. It was young Cottam's one ambition in life to become a successful operator, particularly in the eyes of the inventor Marconi himself, whom he hoped at some time in his life to meet.

Cottmas was first assigned as second operator to the Empress of Ireland, plying between Liverpool and Quebec. After a few months of service on this steamer he was made Marconi operator of the Liverpool land station of the British Post Office, where he remained sixteen months.

Next—and each step was a decided promotion—Cottam went aboard the White Star Australian steamship Medic, sailing from Liverpool to Sidney, Australia. He remained here for nine months.

Last February he was chosen from a number of applicants as the chief operator of the Cunard liner Carptahia. His trip on this liner to New York last week was his first trip. It was the first time that young Cottam had ever been in New York.

WOMAN MAKES CHARGES.

Forced to Sign Paper, Sailors Shot a Man Dead, Says Mrs. Lurch.

According to the story told by Mrs. Alexander Lurch, one of the survivors to reach this city on the Carpathia last night, a scene of disorder and cruelty took place on the Titanic and was continued on the Carpathia where, she said, she and others were forced to sng a paper stating that there had been no disorder of any kind, and all had been conducted on board the liner with precision.

Mrs. Lurch told her story to some friends who were taking her to the Junior League at Seventy-eighth Street and the East River, and was corroborated by another woman who accompanied her. She stated that the Titanic ran on to the iceberg at 11:45 o'clock, and was sure of this because her husband had looked at his watch and told her the time. Mr. Lurch then went up on deck to see what was the matter and was told to go back to his stateroom, as nothing had happened.

He returned, but told Mrs. Lurch to dress and after she had done so she came up on deck and saw men passing babies into the lifeboats, which had already been lowered and having great difficulty in lowering others. She said that she saw one woman clinging to her husbands neck and crying to the sailors to save him. Instead of doing this the sailor drew a revolver and pressing it to the man's head shot him to death. Several sailors then picked up the body, tossed it into the ocean and threw the woman into a lifeboat.

Upon the arrival of the Carpathia ropes were thrown down and tied under the women's arms and they were hauled aboard. Babies, she said, were placed in bags and hauled to deck. She said that when the first news of the disaster reached the ears of those aboard the Titanic the steerage doors were locked until the first-class passengers had been taken care of. In the boat in which she was there was only one officer and one seaman, and the women were made to take the oars and assist them.

Several men, according to her story, swam up to the side of the boat and were struck over the head with oars wielded by the two men. She said that she saw one man lashed to two chairs and hauled aboard the Carpathia. She said her husband was among those who went down on the Titanic and that five of the Titanic's boats are unaccounted for.

CONNAUGHT SENDS SYMPATHY.

Canada's Governor General Laments the Loss of Major Butt.

Special to The New York Times.

OTTAWA, Ont., April 18.—His Royal Highness, the Duke of Connaught sent the following message to-day to President Taft at Washington:

I have delayed telegraphing to you in the hope that Major Butt might still be among the saved, but fear there is now no hope. Accept the expression of my deepest sympathy on this gallant officer's tragic end and the loss to yourself of a devoted member of your staff. I also take this opportunity of assuring you of my heartfelt sympathy with the United States in the loss of so many of its citizens through the awful catastrophe of the sinking of the Titanic.

(Signed) ARTHUR.

The Duke of Connaught has subscribed $500 to the fund being raised in Montreal for the survivors of the Titanic disaster.

NONE ON THE CALIFORNIAN.

Capt. Lord of Leyland Liner Went to Scene, but Was Too Late to Help.

BOSTON, April 18.—A message to the Associated Press, received from Capt. Lord of the steamship Californian of the Leyland Line, says:

"Arrived scene Titanic disaster 8:30 A. M. April 15. All survivors then aboard Carpathia. Have not and did not see any bodies. LORD, Captain."

HOW COL. ASTOR DIED TO LET WOMAN LIVE

Gallantly Gave Up His Place in Lifeboat, Say Titanic Survivors.

CALMLY LIT A CIGARETTE

And Said to His Bride, "Good-Bye, Dearie, I'll Join You Later"—She Wanted to Stay, Too.

That Col. John Jacob Astor went to his death nobly was attested by many survivors of the Titanic, one of whom is Miss Hilda Slater. When the ship struck the iceberg Miss Slater went on deck. She was ordered to go back to bed, which she did on being assured there was no danger. A half hour later she heard confusion on deck and heard some one cry: "Order every one to don life belts." Running on deck after dressing again Miss Slater was ordered to the boat deck aloft.

"When I got there," she said, "I found an indescribable scene. A number of the steerage men passengers had attempted to seize one of the boats, and there was a brisk revolver fire; many men fell under it. The prompt and drastic action of the officers restored order.

"There were many touching scenes as the boats put off. I saw Col. John Jacob Astor hand his young wife into a boat tenderly and then ask an officer whether he might also go. When permission was refused he stepped back and coolly took out his cigarette case.

"'Good bye, dearie,'" he called gaily, as he lighted a cigarette and leaned over the rail. 'I'll join you later.'

"Another man, a Frenchman I think, approached one of the boats about to be lowered. He had with him two beautiful little boys. An officer waved him back sternly. 'Bless you,' he said, 'I don't want to go, but for God's sake take the boys. Their mother is waiting for them in New York.' The boys were taken aboard."

Miss Slater dwelt at length on the large percentage of the crew saved. On the boat that carried her away from the sinking ship were nine other women and more than thirty firemen. But she paid a tribute to the orchestra, which played until the boat went down.

Miss Margaret Hays of 304 West Eighty-third Street is another survivor who praised Col. Astor's bravery.

Miss Hays said:

"When the Titanic struck I did not feel the shock very much. I made my way to the rail, where all was excitement, and was assisted into a lifeboat.

"Col. Astor with his wife came on deck at that time, and both got into another boat. Col. Astor had his arms about his wife and assisted her into the boat. At the time there were no women waiting to get into the boats and the ship's officers at that point invited Mr. Astor to get into the boat with his wife. The Colonel, after looking around and seeing no women, got into the boat, and his wife threw her arms about him.

"The boat in which were Col. Astor and his wife was about to be lowered, when women came running out on deck. Raising his hand, Col. Astor stopped the preparations to lower his boat, and, stepping out, assisted the women into the boat.

"Mrs. Astor cried out and wanted to get out of the boat with her husband, but the Colonel patted her on the back and said something I could not hear. As the boat in which I was sitting was being lowered, I heard Col. Astor say:

"'The ladies will have to go first.'

"Major Butt and John Jacob Astor died like heroes." Before she could tell more she was hurried away.

Mrs. Churchill Candee of Washington, D. C., who was taken from her room with both legs broken, gave an account of how some of the best-known people met their fate, before she was hurried away to a hospital.

"All the women were saved," she said, "except those who preferred to die with their husbands. Mrs. Straus was one of these. She could have gone into a boat, but she refused. I last saw her standing on the upper deck with her husband, watching the boats pull away."

"What about Col. Astor?"

"He was noble," she promptly replied. "He came forward with his wife to the lifeboat, but when he was told he must let her go alone he just stood to one side."

"How did the men behave?"

"They were noble, just noble," Mrs. Candee said with emphasis. "There was no confusion, and every one let the women get into the boats first."

Then Mrs. Candee spoke of the accident and how it came about. She said that the coxswain of her boat was the quartermaster who had been at the wheel when the iceberg was struck. She saw the great mass of ice next day, and it stood high over the water perhaps eighty feet high and had two pinnacles. But the quartermaster said they could not see it from the bridge."

"Were you going fast?"

"Yes, we were trying to make 570 miles that day, and we were steaming at top speed."

Then Mrs. Candee told how she had seen the last of the Titanic. It canted to one side and slowly settled in the water. The bow went first, and then the stern slowly came up.

There were a series of explosions, and the great hull settled down. The boats had rowed away as fast and as far as they could, and as the Titanic disappeared, Mrs. Candee said, there was no suction felt, but there was a most horrible noise.

The last she saw of the vessel was the sight of Mr. and Mrs. Straus standing on the upper deck, and until a few minutes before the end the band was playing.

DENIAL BY ASTOR ESTATE.

No Meeting Monday After Titanic News, Is Declaration.

It was reported in real estate circles yesterday afternoon that the management of the Astor estate held a meeting Monday afternoon. The report was sponsored by an officer of four realty corporations and a director or two banking institutions.

This informant declared that he was told that the meeting was called because of information received a few hours before of the death of Col. John Jacob Astor in the foundering of the Titanic. He said that at 1 o'clock on Monday afternoon several hours before the loss of the Titanic was admitted by the White Star line, and while rumors of the possible salvage of the vessel were current, the Astor estate had definite knowledge of the loss of the ship.

Charles A. Peabody, President of the Mutual Life Insurance Company, who was mentioned as one of those present at the meeting Monday afternoon, denied that it had taken place. He said that the first information received by the Astor estate that the disaster was serious was communicated at 7 o'clock Monday evening. He declared that at present, the Astor estate had no more knowledge than the general public, of Col. Astor's fate. Mr. Peabody said that no information contrary to that which he gave would be forthcoming from any other representative of the Astor interests.

CENSURE FOR "BIG MEN."

White Star Man Says They Lead Fight for Lifeboats.

Capt. Roberts, Superintendent of Docks for the White tSar Line, who was present at the arrival of the Carpathia and went immediately aboard to see members of the crew of the Titanic who were among the survivors, was later heard to say to some of the officials of the White Star Line on board the Carpathia:

"Gentlemen, the panic on board the Titanic was caused by the men whom we would naturally expect to attempt to avert such a thing. It was our Congressmen, our Senators, and our big men who led in the crush for the lifeboats."

Capt. Roberts neglected to say, however, that Mgr. Britt, Isidor Straus, John Jacob Astor, and other noted men who remained behind to perish were "big men" although not Congressmen nor Senators.

GENTLE TO TITANIC ALIENS.

Nagel Comes to See That Every Consideration Is Shown Them.

WASHINGTON, April 18.—In accordance with the agreement reached last night between President Taft and Secretary Nagel, the latter left for New York at 4 P. M. to-day to make certain that immigrants to the United States who survived he Titantic disaster receive sympathetic and lenient treatment.

Secretary Nagel, who was accompanied by Supervising Inspector General Uhler of the Steamboat Inspection Service, pointedly intimated that there would be practically a complete relaxation of all stringent immigration regulations in connection with the aliens who escaped a grave in the sea.

The Secretary, picturing the terrible ordeal through which the survivors must have passed, said he desired to be on the spot, to settle all problems at once and obviate the delay of reference to Washington. Practically all the ordinary barriers will be lowered.

Secretary Nagel said before going that the Titanic disaster drew a lesson for the world to heed. He expressed unqualified approval of the suggestion of an international congress of maritime nations to discuss the momentous question of safeguarding ocean travel. The Secretary added his voice to the chorus of other Government officials and Congress for the enactment of laws compelling steamships, as far as practicable, to carry lifeboats sufficient for every human being aboard in time of emergency.

While the safeguarding of human life should be the controlling object of governmental action, the Secretary believes the question could properly be dealt with by international agreement, in order to place all steamships on the same basis. This would regulate the matter in fairness to all and maintain competition.

"The lifeboat has been made of real practical value by the advent of wireless telegraphy," said the Secretary. "This fact has been demonstrated by the terrible calamity of the Titanic. The wireless telegraph, sounding appeals for help in time of disaster, has made the lifeboat on the ocean of as much value in the saving of human life as it has always been in the coastwise traffic. It is a safe place for a limited time when a ship quickly sinks, and the wireless will bring the help.

"The American laws are much more stringent than those of other nations," said the Secretary, "but the question of applying them to foreign ships is one of policy which must be given serious consideration."

He pointed out that had the Titanic held an American certificate she would have been obliged to have had life-saving apparatus for about 2,300 persons.

RED CROSS TO RAISE FUNDS.

Countrywide Appeal for Titanic Sufferers to be Made.

WASHINGTON, April 18.—After a conference at the White House to-day between Mr. Nagel, the Secretary of Commerce and Labor; C. D. Hilles, secretary to President Taft, and Miss Mabel Boardman, the active head of the American Red Cross, it was announced that an appeal to the people of the United States would probably be made by the Red Cross for funds to aid the destitute rescued from the Titanic.

Miss Boardman said that the Red Cross had only a small fund in the bank owing to the fact that it had recently expended large amounts in the Mississippi Valley floods, in Mexico, and other places, and a general appeal to the American Nation was deemed necessary.

The funds will be raised chiefly for transporting the rescued women to their homes, and might also be used to aid the families of the dead sailors of the Titanic, hundreds of whom, Miss Boardman believes, sacrificed their lives that American women might be saved.

Although the Titanic was a British boat and the British Red Cross is expected to respond to the emergency, the American Red Cross, Miss Boardman said, would not forget the British sailors who died to save American women.

The Red Cross Society has already appropriated $500 from its contingent funds. President Taft, it was said at the Red Cross offices, will personally add a substantial amount for the relief.

PHILADELPHIA GIVES $2,000.

Sends Sum to Gaynor for Titanic Sufferers—City in Mourning.

PHILADELPHIA, April 18.—The citizens' permanent relief committee met at the Mayor's office to-day and sent $2,000 to Mayor Gaynor of New York to be handed to the committee having charge of the relief fund for destitute steerage passengers of the Titanic. The committee also directed Mayor Blankenburg to issue an appeal to the public for further contributions for the relief of steerage passengers and the families of the crew.

At the weekly meeting of City Councils a bill appropriating $10,000 toward the relief of the sufferers was introduced and referred to committee. If it is found necessary the bill will be reported favorably.

Councils, as a mark of respect to the dead, adjourned early, after adopting resolutions of sympathy for those bereaved by the disaster. The resolutions express admiration for those who remained on the sinking vessel that others might live, and request Mayor Blankenburg to have flags on all municipal and school buildings displayed at half mast for a suitable period.

LOST FATHER, FOUND A BABY.

Hays's Daughter Discovered Blue-Eyed Girl Under Her Lifeboat Seat.

Miss May Hays, daughter of Charles M. Hays, President of the Grand Trunk Railway, lost her father in the disaster, and found a little blue-eyed girl baby under her seat in the lifeboat that brought her to safety and life.

Miss Hays, crowded into one of the long boats, tucked her heels under the shallow seat and they kicked something soft. At first she thought it was a bundled-up blanket. She reached beneath the seat and her hand touched something yielding and warm. With a cry of compassion she fished out a tiny bit of a girl. She took the child with her aboard the Carpathia and on the trip to New York tried to find its parents without success.

She came ashore bereft of her father and with the parentless infant of the sea clinging to her neck. She will take it to her home with her. The child cannot lisp its own name, and it may be many days or months before it is claimed from its present grief-stricken guardian.

NO ST. GEORGE'S DAY DINNER.

"Not Fitting to Engage in Festivities," Committee Decides.

This notice has been sent to the members of the St. George's Society of New York by Cecil F. Shallcross, Chairman of the Executive Committee:

"The Executive Committee of the St. George's Society of New York, having learned with profound sorrow of the disaster to the steamship Titanic, which has brought bereavement and grief to so many households in this country and England, believes it would not be fitting to engage in those festivities incident to the annual dinner of the society, which was to have been held on St. George's Day, Tuesday, April 23.

"In the confident belief that it expresses the wishes of all members of the society, the Executive Committee has, under these circumstances, postponed indefinitely the holding of the annual dinner, which, accordingly, will not take place on April 23."

CLUNG TILL DAWN TO OVERTURNED BOAT

Young Englishman and a Dozen Other Men Picked Up Nearly Frozen.

STORIES TOLD AT HOTELS

Collision Sounded Like Crash of Thousands of Glass Windows, Says Survivor at Plaza.

Four of the survivors from the Titanic disaster went to the Hotel Imperial. They were Mrs. L. A. Hippach and her daughter, Miss Jean Hippach, of Chicago; J. J. Flynn of Philadelphia, and A. H. Blackworth, a young Englishman from London, who embarked on the Titanic for his first trip to America. The names of Mrs. and Miss Hippach appeared during the week among the names of those saved, and Mr. Hippach and his son arrived during the day from Chicago to meet them. Mrs. Hippach and her daughter presented the appearance of nervous wrecks on their arrival at the hotel, and went immediately to their rooms and refused to see any one during the evening.

Mr. Flynn was totally unstrung as a result of his fearful experience. The assistant manager of the hotel, F. H. Wiggins, attempted to ask him about the disaster.

"He could hardly reply," said Mr. Wiggins later. "He said it was an awful experience and when I asked him about the saving of the few passengers, he broke down and cried like a child."

Mr. Blackworth was not one of the fortunate ones who had a place in the lifeboats, but jumped from the rapidly sinking Titanic a few minutes before she disappeared beneath the waves and after swimming about for a while caught the side of an overturned lifeboat.

"It was no time to push forward," he said, "and I stepped aside for the women and children, as did scores of other men. I was in the smoking room when the crash came. It was fearful, and I can hardly describe it. There was, however, at first no panic. With the other men in the smoking room I rushed on deck, and heard, as was currently reported, that we had struck a tremendous iceberg. Most of the passengers were dressed, and for the first few minutes a marked calm in the midst of the uncertainty prevailed, the general impression being one of confidence in the stability of the ship. The first wireless message sent out was a request to neighboring ships to prepare to take off about 2,000 passengers from the Titanic.

Manning the Lifeboats.

"Soon after the officers began to man the lifeboats and fear seized upon the women, and the scenes were pathetic and awful in the extreme. I hate to think of them.

"I am a good swimmer and resolved to make what effort was possible to save myself. I forgot to say that soon after the first crash, after the passengers were all on deck, the Titanic gave a dangerous list to starboard and then to port, which increased the terror of the passengers. I watched the boats go out of sight, and, finally, knowing the ship was doomed, I determined to jump and trust to fortune or Providence for means of safety. It was probably ten minutes or so, although it seems shorter, after I jumped into the water that the boat sank. I leaped from a height of about thirty feet.

"The water was horribly cold, and the first shock chilled me to the bone, but after swimming awhile I recovered the use of my limbs. Finally I saw ahead of me something black above the water and I made for it. It was an overturned boat, which shows evidently that all of the lifeboats did not strike the water right. About a dozen or more men, I think, were clinging to it, perched upon the broad, overturned keel. I cried out, and as I neared the boat they helped me up on the keel. Most of the men were stokers—perhaps all were—or steerage passengers.

"We were on top of the overturned boat until after 6 o'clock in the morning. The water at first was comparatively calm, and we stayed there in a kneeling or sitting position until toward morning the sea began to get choppy and rough, and most of us stood up to prevent the icy water from rolling over us and freezing us. As it was, several of the men had frozen hands and feet, and my hands were partially frozen. Toward dawn we saw in the distance the lights of a steamer approaching, the Carpathia. We shouted for joy as loudly as we could, but some of the men were so nearly frozen they could hardly speak. We could see in the distance some of the other boats, and watched the picking up of the passengers and saw them transferred to the Carpathia.

Shouted to Rescuing Boats.

"We waved our hands and coats and kept on shouting, and at last we saw a boat coming toward us. I never felt so happy as when I got in it and felt that I was safe."

Mr. Blackworth came into the Imperial with a little bundle under his arm containing a few garments given to him on the Carpathia.

"Can you take me in?" he asked the clerk. "I was a passenger on the Titanic. I haven't any money."

"Make yourself at home," said the manager, "and if you want anything ask for it."

The first thing that Mr. Blackworth asked for was a toothbrush, which a bellboy promptly got for him.

Mr. Blackworth's hands showed the effects of the freezing sustained while on the upturned boat, and he was in a very nervous condition, but otherwise appeared none the worse for his terrible experience.

"I cannot go into the details of the scenes among the survivors on the Carpathia," he added. "I want to forget it all for a time and get a long night's sleep."

The management of the Hotel Breslin sent a man to the pier to offer free accommodations to any of the passengers who might need it, with particular instructions for the second-cabin passengers or others destitute of means. Up to midnight, however, no one had arrived to take advantage of the hotel's offer.

Mrs. T. M. Graham and her daughter, Margaret, were taken to their home at the Plaza by Mr. Graham, and although they refused to be interviewed Mr. Graham in speaking for them said:

"I have heard their story and cannot add very much to what is already known. They say that the night was perfectly clear and calm, and in fact was a regular Summer night except for the cold. The crash came at about midnight and although there was a terrific noise like the breaking of thousands of plate glass windows the big Titanic was not shaken to any great extent.

"Shortly after the crash orders were given to lower the lifeboats. There was no panic and everything was perfectly orderly. Mrs. Graham and Margaret left in the third boat and tell me that the Titanic was still ablaze with lights and remained so until she went down."

Mr. Graham refused to make any further statement for his wife and daughter. A room had been engaged at the Plaza for Miss Gladys Cherry, but at the last moment this engagement was canceled, Miss Cherry going with some friends.

Four other survivors were taken to the Hotel Netherlands. They refused to be interviewed and retired as soon as they entered the hotel. They are Mr. and Mrs. Frederick M. Hoyt, Mrs. Perrie Mareschal, and Herbert Buessell, whose name does not appear on the passenger list.

At the Ritz-Carlton.

Mr. and Mrs. T. D. M. Cardeza, the Countess of Rothes, and Sir Cosmo and Lady Duff Gordon were among those who went to the Ritz-Carlton. Sir Cosmo and Lady Duff Gordon refused to discuss their experiences after arriving at the Ritz-Carlton. But both seemed in excellent health and spirits. They went immediately to rooms which had been reserved for them.

The Countess of Rothes was escorted to the Ritz by her husband and several men friends. According to one of the latter the Countess was in good health in spite of her experiences.

"She is particularly happy because her maid was saved," the friend said.

When a card asking for an interview was sent to her by a TIMES reporter she sent down word that she was too "weak" to see any one. At about midnight she sent for a physician. Dr. Edgar Dinkelspiel of 257 West End Avenue, who is frequently called to attend patrons of the Ritz-Carlton, was summoned. According to the hotel management, the Countess of Rothes is not seriously ill.

All of the Titanic's survivors who were brought to the Ritz-Carlton seemed to be in good health and spirits as they entered the hotel. The women were muffled up in raincoats, some of which had evidently been borrowed. But none of the women had to be assisted through the lobby, and most of them looked as though they were merely coming back from an automobile trip. Mr. and Mrs. Cardeza had a substantial supper served in their rooms shortly before midnight.

Saw Astor Kiss Wife Good-Bye.

Lady Duff Gordon, after having gone up to her room with her husband, was quoted in the lobby as having explained to some one as she entered the hotel:

"The boat struck on the side on which we were sleeping. After we had hurried on deck I saw Mr. Astor kiss his wife good-bye."

J. Bruce Ismay had been expected to arrive at the Ritz, Manager Keller having stated before the Carpathia arrived that he expected to bring Mr. Ismay, who always stops at the Ritz, back from the pier with him. But Mr. Ismay did not arrive at the hotel with the rest of the survivors, and Mr. Keller, who arrived later than the other guests, said that he had not seen him at the pier and did not know where he was.

Washington Dodge, City Assessor of San Francisco, with his wife and son, Washington, Jr., 4 years old, went to the Victoria. He said:

"We sailed on the Olympic several weeks ago and were returning on the Titanic. It was exactly 11:40 o'clock, and everybody mostly was asleep when the crash came. I was in my berth, and my wife and son were in their berth. We were all thrown out of the berths. The night was fine, and there was no fog. The boat seemed to strike head on and toward the starboard side.

"The compartments filled immediately with water, and the lower decks were covered with water and floating ice. For a little while the ship's officers had the situation pretty well in hand, but when the water and floating ice began to cover the lower decks there was a wild panic.

"Everybody seemed to be panic-stricken, and there was a rush for the boats. I heard a lot of shots, but I do not know where they came from. In fact, it was not until later on the Carpathia that I recalled the shots. When I saw that the ship was sinking I ran back to my cabin, where I had left my wife and child, but to my horror they were gone. I saw hundreds of people running about, but I did not see my family. I searched all over for them, but could not find them. I was on Deck A, and they were getting ready to lower a lifeboat. They called for women to fill three seats left, but there were no more women on that deck. Then a man shoved me into the boat, and I gave my wife and son up for lost.

"I did not know my wife and son had been rescued until we met on board the Carpathia. I cannot describe our meeting."

Survivors at the Waldorf.

At the Waldorf a silent crowd watched the arrival of the first party of survivors who had made reservations at this hotel. They were Mrs. George D. Wick and daughter, Natalie, of Youngstown, Ohio; Miss Elizabeth Bonnell of Birkdale, England, and Miss Caroline Bonnell of Youngstown, Ohio. The Wicks and Bonnells are related. The four women wore raincoats and had heavy veils over their faces. They went to their rooms upon arriving. The husband of Mrs. Wick was lost.

Mrs. William Bucknell of Philadelphia and Saranac Lake and her maid went to the Murray Hill Hotel, where they were attended by Mrs. Bucknell's son, Dr. Howard Bucknell, who had come from his home in Atlanta, Ga., to meet his mother.

The following survivors arrived at the Hotel Astor: W. J. Hawksford, London, England; Adolf Saalfeld, Manchester, England; Mrs. W. E. Minnehan and daughter, Daisy, of Fond Du Lac, Wis.; W. E. Minnehan, husband of Mrs. Minnehan, was among those who were lost.

J. W. Allison, a cousin of H. J. Allison, who with his wife and two children were passengers on the Titanic, arrived at the Manhattan Hotel shortly after the Carpathia docked. With J. W. Allison was the only member of the family to survive, the youngest child, Travers, 11 months old, who was in charge of a nurse and became separated from the rest of the family on the Titanic just before she sunk. When the Allison family took passage on the Titanic it was composed of H. J. Allison, his wife, Bessie; a daughter, Lorraine, and the baby, Travers, the only one rescued. Traveling with the family were two nurses and one maid. H. J. Allison was a member of a prominent banking firm, Johnson, McConnell & Allison of Montreal, Canada.

H. B. Steffanson, a first-cabin survivor, went to the Hotel Gotham, but would not be interviewed.

Mrs. A. T. Compton and Miss Sara Compton of Lakewood, N. J., went to the Murray Hill Hotel. They were saved, but the brother of Miss Compton, Alexander T. Compton, went down with the vessel. They are in the care of their physician, Dr. C. L. Lindley of Lakewood, at the hotel, and the doctor said they are too weak and grief stricken to permit of their being interviewed.

All available rooms at the Hotel Albert, University Place and Eleventh Street, have been thrown open to survivors of the Titanic. Manager Heath of the hotel notified the officials of the Cunard Line to this effect at the pier.

Women Rowed in Lifeboat.

Mrs. F. Joel Swift, who went to the home of her sister at 3 East Sixty-first Street, said that she was taken off the Titanic in the second lifeboat, in which there were twenty-four persons including one sailor and three stewards. She said that it was bitter cold, and that the women kept their blood in circulation by taking turns in assisting the men in rowing the boat.

"It was 11:45 P. M. by my watch," said Mrs. Swift, "when the ship struck the iceberg. I did not feel much shock. It sounded like a crash of glass. The ship seemed to strike the berg a glancing blow, and the pieces of ice came through the port holes into the cabins. No one seemed to think the danger was very great, and the stewards came around and said there was no danger. Some of the passengers went back to bed. I did, too, but five minutes later, when the engines stopped, I became nervous and got up and dressed.

"It was thirty or forty minutes before we realized our danger. When the terrible moment came the men acted like heroes. They gave way for us and assisted the women and children to places in the lifeboats while the stewards went around handing out and adjusting life belts on the women. When our boat was lowered we were instructed to steer for the light of a fishing vessel. We missed it, however. It was 2:20 A. M., according to my watch when the Titanic went down. We were about a mile away at the time. One of the ship's officers since told me that the Titanic broke in two before she went down."

Seventy in One Boat.

Philip E. Mock, one of the survivors of the Titanic, was one of a party of seventy crowded into the eleventh lifeboat. He was accompanied by his sister, who was also saved. Mr. Mock gave out some details of the disaster last night at the Hotel Belmont. He said:

"The order on the starboard side of the big Titantic during that critical time when the lifeboats were being lowered was excellent. In fact, too much cannot be said for the heroism of those men who parted with wives, daughters, sometimes mothers, and waited themselves for whatever fate might have in store. Every man of those who remained died game. I have heard that revolvers were drawn during the dropping of the lifeboats on the port side, but on the starboard side, where I was, everything was in perfect order.

"John Jacob Astor was in a position to take a place in the first of the lifeboats to be lowered had he chosen to do so. There were only twenty-three in the boat at the time when Mr. Astor, who was standing beside his bride, was offered the place, but he declined. There seemed to be a general feeling against getting into the lifeboats at that time. Many did not seem to think that the big Titanic was doomed, and it was only natural that they should think twice before embarking in one of the boats, to be lowered seventy feet to the waters. How much room remained in that boat when Col. Astor declined to take his place may be imagined when I tell you that there were seventy in the boat into which I was placed with my sister.

MARCONI PAYS VISIT TO THE RESCUE SHIP

Inventor of the Wireless Deeply Touched by Scenes He Witnesed on Cunard Pier.

RULES SUSPENDED FOR HIM

Allowed on Board Without Formality of a Pass After Guards Learn His Identity.

When the word was flashed up the bay by wireless that the Carpathia was nearing her dock and would be in at 9:30 o'clock, William Marconi, to whom the world owes wireless telegraphy, was dining at the home of John Bottomley, manager of the American Marconi Company, at 254 West 132d Street.

Mr. Marconi had not planned to go to the Cunard Line pier. He had made an appointment for 10:30 o'clock at the Holland House, but a reporter for THE NEW YORK TIMES arrived at Mr. Bottomley's residence to procure letters of introduction to the wireless operators aboard the Carpathia.

"It sounds so interesting, I think I'll have to go down myself," Mr. Marconi suggested. "I might as well see the thing through, now that I have been such a witness of the preliminaries."

It was already well along toward 9 o'clock. THE TIMES reporter suggested that the Ninth Avenue Elevated road was nearest and quickest—quicker, even, than an automobile.

Mr. Marconi seized his hat and coat, and something very like a sprint was made toward the elevated station. At Fourteenth Street everybody else got off the elevated train, and there was a crush through which Mr. Marconi made his way with difficulty. At the foot of the elevated station a taxicab was waiting, which had been ordered from THE TIMES office.

The reporter had not counted upon the emergency of having to go aboard the Carpathia, and so carried no passes. Mr. Marconi himself had purposely avoided asking for passes, as he had no wish to swell the crowd about the pier.

The officer in charge of issuing permits to go upon the pier was appealed to. At first he had no time to listen. Finally he gathered what the request was about and came hurriedly to a place where Mr. Marconi had been backed against a pier buffer by a guard. The policeman invited him to come quickly through the door and past a long line of the suffering. Mr. Marconi stopped a moment to observe a young woman who sat on an older woman's lap. The older woman was kissing the younger constantly on the forehead and waving back her hair.

Tears from the eyes of both attracted Mr. Marconi, until he shook his head thoughtfully and spoke with choking sobs between his words.

Marconi Meets Operator.

An appeal to a customs official to ask the chief officials permission for Mr. Marconi to go aboard and thence directly to the Marconi cabin brought results after a time. All helped his progress until he had been passed to the gangway leading from the boat.

Here a special policeman offered the only harsh words uttered. He had his orders. He was going to obey them. Never mind about anything else. That was all. He was induced after lengthy arguments to call his superior, and Mr. Marconi was speedily escorted to the main deck and thence up a short gangway to a small superdeck. Before making the request to pass along the gangway Mr. Marconi had noticed that the last of the survivors was off the vessel. He had not permitted the request to be made until he saw the gangway was cleared.

On the little upper deck Mr. Marconi caught a splutter of wireless. He smiled broadly.

"A tenacious operator, I should say," he remarked. He almost ran forward and threw back the door of a tiny cabin. One lamp was burning in it. A young man's back was turned to him, and between two points of brass a blue flame leaped incessantly.

Slowly the youth turned his head around, still working the key. The hair was long and black and the eyes in the semi-darkness were large—staringly large. The face was small and rather spiritual, one which might be expected in a painting.

Tells of Phillip's Death.

It was clear that from the first tragic moment the boy had known no relief.

"Hardly worth sending now, boy," said Mr. Marconi, hoping to cause the youth to stop.

"But these poor people. They expect their messages to go." And the operator, Harold Bride, caught Mr. Marconi's face and saw his hand extended.

He recognized the man who discovered the wireless system, although he had never seen him before. He glanced from Mr. Marconi to a little picture up above the wireless instrument. It was a picture of Marconi. They shook hands long and without saying a word. The boy's face changed in expression gradually. The strain of his long work was just beginning to break, and he smiled.

"You know, Mr. Marconi, Phillips is dead," were his first words.

Mr. Marconi asked the operator how his feet were. Both were in bandages and he was working seated on the edge of his bed. A plate of food at his side told how he had eaten.

"I haven't been out of the cabin," he said, "since the night after the Titanic went down."

Asking him to talk freely and slowly, Mr. Marconi led the young man through a complete recital of his experiences from the moment the Titanic approached the ice fields until the Carpathia had touched her dock at the foot of West Thirteenth Street.

No Trouble with Wireless.

When it was all over Mr. Marconi asked many questions. "How did it ever happen that you didn't feel the shock? I should have thought it would upset you all terribly."

"No, Mr. Marconi, neither I nor Phillips felt that there had been a collision until the Captain told us."

"And did the batteries ever stop on you—did the wireless give out?"

"No, Sir; the wireless worked right up to the last minute, as long as there was a wireless cabin to work in. We had to rig up the storage batteries toward the end, but we did it, and when we hooked them on, the sending kept right up. They were getting weak at the end, but were not exhausted. The trouble was the water coming in, not the wireless."

"And the cold in the water—did Phillips freeze to death?"

"I think he did, Sir. I had on my extra jacket and my boots, and that made a difference to me. If I only could have slipped more clothing on Phillips! I slipped on his overcoat and a life belt. But I ought to have put on still more. It would have saved him then. My thick clothing saved me, I am sure."

"Some wireless men said they got messages from you; that is, some newspaper correspondents."

"Not a word, Sir; not a single word. Whenever I started to take their queries they sounded so out of keeping with the suffering, so curt, and so demanding in tone that I shut them off and went ahead sending our personal messages."

Is Taken to a Hospital.

An ambulance surgeon called at the door and demanded that the "second wireless man of the Titanic" come with him at once to the hospital, as every one else had gone, and he was the last man left.

Young Mr. Bride introduced the ambulance man to Mr. Marconi, and the surgeon kindly agreed to wait. The conversation was then concluded, and the operator said he was ready to be put on the stretcher.

"A fine boy, that, a fine boy," Mr. Marconi said time and time again as he made his way off the ship and back into the throng on the pier. He walked into West Fourteenth Street and then was speeded rapidly in a waiting automobile to THE TIMES office, where he glanced over the last dispatches by wireless from overseas, and went to his rooms at the Holland House.

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It's ALL Scotch and ALL 10 years old.

ADVERTISEMENT.

IN ACCORDANCE WITH THE CONDITIONS of the bequest notice is given that the Leavenworth Scholarship at Yale College, open for competition to all young men of the name Leavenworth, will be vacant at the close of the present academic year. Applications may be made to W. H. Sallimon, Bureau of Appointments, Yale University, New Haven, Conn.

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STEERAGE WAS QUIET WHEN TITANIC STRUCK

Survivor Tells How He Was Up Admiring the Iceberg Before an Alarm Spread.

NO HURRY AT THE START

Survivor Tells How He Was Standing on Deck Admiring the Scenery When Panic Began.

Abraham Hyman, an immigrant, was on board the Titanic as one of the many hundred steerage passengers. He told this graphic story of his fellow-passengers as they looked into the face of death:

"It was a calm, still night and so clear that we could see a great distance. All of my companions were very glad that the voyage was coming to an end, and we sat around in little groups talking about the new country we were going to and what fortune we might meet with. There were a good many women and children, and they were all well and strong. One of them was a poor Swedish boy named Swenson, who was traveling alone to some friends in South Dakota. We all made a pet of him, and I am glad to see that he got away in one of the boats and was saved.

"I went to my berth and soon fell asleep. I woke because of some disturbance, and as I listened I heard a good many voices, and so I got up and went again on deck. It was pretty full of people, especially near the stern, where the first-class passengers were. They were looking about and admiring something, and so I looked and I saw what looked like a big pile of ice that was glistening under the stars. The Captain was on the bridge, and as I watched I saw the boat go to one side as if it was avoiding something, and I saw a very big iceberg right in our path. But we were surely going a safe distance away from it, and so I was not frightened, and nobody else was, either.

We got pretty nearly opposite the iceberg when there came a tearing sound and the boat listed a little to one side. Many of the people came hurrying on deck from below and the men and women from the steerage came too. Those people were frightened, but the men, who were cool, told them there was no danger and then I saw the sailors unfastening the lifeboats, but they did not seem to be in a hurry. I went back to the steerage and was surprised to find that a great many of the people were up and were dressing themselves. But they were not very much alarmed at that time because nobody thought the ship could sink.

"But the people wanted to get away from the steerage hold, and they began climbing up on the decks as fast as they could. When they got on the deck they found a rope drawn closer to their quarters than usual, and this made some of them think that there was danger. One or two of the women began to cry, and a panic began to spread. An officer came forward, stood close to the rope and waived the people back. I heard some of the sailors talking, and heard them say that the ship had struck a spur of the iceberg that jutted out a long distance, and had slid upon it, hurting her keel.

Taking it Calmly Then.

"One of the lifeboats was got on the deck and the pulleys made fast to her. I learned afterward that it was just 11:45 o'clock when the ship struck, and it was not more than thirty minutes, I think, when the first lifeboat was ready. But nobody seemed to be in any hurry. I thought it was only a precaution to get the boat ready, and others thought the same thing, except the people in the steerage. They began to push forward and to fight a little bit to get to the boat so as to get into her.

"The officer who was standing at the rope had a pistol in his hand, and he ordered everybody to keep back. First one woman screamed and then another, and then one man (I think he was an Italian) rushed toward the boat and the officer fired at him and struck him in the chin, and so he came back to where the rest of us were standing. Then the officer said to us to put the women forward, and we began picking them out and shoving them beneath the rope. This was a hard job, because some of them would not leave their husbands and some of them got separated from their children, and pretty soon there was so much confusion that nobody knew what was going on.

"I got beneath the rope and looked toward the bow, and it looked to me as if the whole bow had been turned around like you would bend a cane. I heard shortly afterward that some water was coming in and that the poor people heard it coming with a splashing sound. This was too much for them to stand, and they began to fight among themselves to see who would be first in the boats. They came streaming out, and some of the people aft came toward us to help keep them quiet, and I saw some of the men talking softly to the men and women and tell them that if they were cool and quiet we would be all right

"But some of the people were too excited to understand what was said to them, and they crowded forward, and then some of the officers came and pushed them back, crying out for the women to come first, and some of them said they would shoot any man who tried to get into the boats. We got some of the women and children out of the crush and sent them to where the boats were, and saw them get in until I counted in one boat thirty-two persons. Then there was a shout that no more could go into that boat, although I have since heard that the lifeboats would easily hold from forty-five to fifty persons."

Fight for the Boats Begins.

"By this time we all felt sure that we would be drowned if we stayed on the boat—that is, all of the steerage people thought so. And that was enough to drive them wild and a fight began among them to get to where the boat was being made ready. Some of the men tried to get their wives into the boat, and mothers tried to get their children into them, and only the men who had nobody with them fought for themselves, so far as I could make out in the confusion.

"The forward deck was jammed with the people, all of them pushing and clawing and fighting, and so I walked forward and stepped over the end of the boat that was being got ready and sat down. Nobody disturbed me, and then a line of men gathered along the side, and only opened when a woman or a child came forward. When a man tried to get through he would be pushed back.

"I counted thirty-two in the boat where I sat, and then it was lowered over the side, and the few men in it poled it away from the ship. It was bitterly cold, and I wondered how the women would stand it, for I had warm clothing on and suffered a good deal. We laid off the ship and saw other boats get off, and I did not see any difference in the way the women and the children in the steerage were treated from the way the first and second cabin people were treated. There was no distinction made.

A score of the Titanic's steerage passengers were taken to the Hebrew Sheltering Home and Immigrant Aid Society, 229 East Broadway, for the night. Among them was twenty-one-year-old Leah Akx and her two-year-old child Philip, both of whom are going to join Samuel Akx, the husband and father, at 195 Chapel Street, Norfolk, Va. Mrs. Akx said she missed her baby after being lowered into a boat, and it was tossed to her by a man on the Titanic's deck. Abel Nussa, a Syrian woman, lost her husband on the Titanic. He was bringing her to live with some of his cousins in this country. The addresses of the cousins went down with her husband, and now Mrs. Nussa doesn't know where to go.

Eighteen-year-old Gershon Cohen, another steerage passenger, says she was lowered from the Titanic by a rope and had her head battered against the ship's side. She fell into the water and had to be dragged into a rowboat. The Titanic's deck was covered with ice, she said, and she heard a number of pistol shots.

SMITH SPOKE OF ICE PERIL.

Captain Also Realized the Inadequacy of the Lifeboats.

Special Cable to THE NEW YORK TIMES.

LONDON, April 18.—Dr. Williams, a friend of Capt. Smith of the Titanic, relates a conversation he had with Capt. Smith when the latter commanded the Adriatic. The Captain said:

"We do not care anything for the heaviest storms in these big ships. It is fog that we fear. The big icebergs that drift into warmer water melt much more rapidly under water than on the surface, and sometimes a sharp, low reef, extending two or three hundred feet beneath the sea is formed. If a vessel should run on one of these reefs half her bottom might be torn away."

Dr. Williams pointed out the inadequacy of the Adriatic's lifeboats, and asked Capt. Smith what would happen if the Adriatic struck a concealed reef of ice and was badly damaged. Capt. Smith replied:

"Some of us would go to the bottom with the ship."

FRENCH CRITICISE SPEED.

Transatlantic Line Boats to Take More Southerly Course.

PARIS, April 18.—French shipping circles think that the lesson learned from the disaster to the Titanic should be the necessity for an international agreement to put a stop to the absurd competition for speed between Europe and New York which leads the commanders of transatlantic steamers unconsciously to take chances that prudence would forbid. There is also a conviction among shipping men that the speed of steamers should be reduced off Newfoundland.

In the meantime the French Transatlantic Line has given orders to the Captains of its steamers to take a more southerly course.

The father of Paul Chevre, who is among the passengers rescued, has received a wireless dispatch from his son on board the Carpathia saying that he is among those saved, and that he expects to reach New York to-night. Paul Chevre is a sculptor of considerable attainments who is on the way to Canada to attend the unveiling of his statue of Sir Wilfred Laurier.

LA PROVENCE MET ICEBERGS.

Warned Titanic, Whom She Couldn't Aid, Says Herrick.

PARIS, April 18.—Myron T. Herrick, the newly appointed United States Ambassador to France, who arrived here this afternoon, said La Provence encountered a series of icebergs, and at 1 o'clock on Monday morning received the distress signals of the Titanic. As La Provence, however, was 600 miles away and the Baltic was reported to be hurrying up, La Provence continued, convinced that it was useless to try to help.

La Provence had been advised by the Niagara of the presence of icebergs, and these were sighted at 6 o'clock on Saturday evening. They had evidently moved swiftly. The icebergs numbered twelve, and they were about fifteen miles away from La Provence. Some of them were 900 feet long and 300 feet high.

According to other passengers, the Titanic was warned by La Provence, the Niagara, and another ship that icebergs were in her path.

Ambassador Herrick was met by Robert Bacon, the retiring Ambassador, and the Embassy staff.

LONDON AWAITED THE NEWS.

Crowds Up All Night to Hear Details of the Disaster.

LONDON, Friday, April 19.—Great crowds gathered around the White Star offices and waited throughout the night for further news of the Titanic.

The newspapers are printing extra editions containing the details, together with the survivors' appealing protest against the inadequacy of the life-saving appliances, which will probably arouse public feeling against the Board of Trade in a manner that no mere parliamentary censure could achieve.

According to The Daily News, the Board of Trade has already drafted a new schedule of regulations which will be put into force at the earliest date possible.

A pathetic incident connected with the calamity was the communication of the news of the liner's loss to Lord Pirrie, "father of the Titanic," who is lying sick at Witley Park. The news had been withheld for fear of fatal consequences. But for his illness Lord Pirrie would have been aboard the Titanic.

FROM THE CAPTAIN'S WIDOW.

Mrs. Smith Sends a Pathetic Message to Fellow Sufferers.

LONDON, April 18.—The widow of Capt. Smith, the commander of the Titanic, has written a pathetic message, which was posted to-day outside the White Star offices. It reads as follows:

"To my poor fellow-sufferers: My heart overflows with grief for you all and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all.

"Yours in deep sympathy,

"ELEANOR SMITH."

BALTIC TURNED BACK TO AID.

Steamed 134 Miles Toward Titanic, Then Told to Proceed.

LIVERPOOL, April 18.—The White Star Company here has received this wireless from the Baltic:

"At 11:08 (New York time) Sunday night received wireless C. Q. D. from the Titanic, 253 miles east of her position. Immediately turned back and steamed 134 miles in her direction, when, hearing from the Carpathia that assistance was no longer required, we continued our course to Liverpool."

TAFT DESAPAIRS OF BUTT.

Was a Soldier, He Says, and on Deck, Where He Belonged.

WASHINGTON, April 18.—President Taft told visitors late to-day that he had never expected to hear of the rescue of Major Butt, his military aid, after the first shocking news of the Titanic disaster reached land.

"I never had any idea that Archie was saved at all," said the President. "As soon I heard that 1,200 people went down I knew he went down, too. He was a soldier, and was on deck, where he belonged."

CARPATHIA TO SAIL QUICKLY.

Cunard Liner Expects to Get Away for Mediterranean To-morrow.

The officials of the Cunard Line announced yesterday that as soon as possible after landing the survivors of the Titanic here the Carpathia will leave upon her interrupted voyage to the Mediterranean.

Her skipper in a wireless message informed the agent of the line exactly what he would require in the way of provisions and coal, and long before the Carpathia was in sight of Sandy Hook the work of assembling coal barges at the pier was under way. The vessel has used much coal, and it is expected that she will be ready to leave again Saturday.

RESERVATIONS BY WIRELESS.

Bruce Ismay Notifies Ritz — Many Others Ask Accommodations.

At the Ritz-Carlton Hotel last night it was stated that the following first and second class passengers, survivors of the Titanic, aboard the Carpathia, had made reservations by wireless:

The Countess of Rothes, Lord and Lady Duff Gordon, Bruce Ismay, T. D. W. Cardeza, Mrs. J. W. Cardeza, Miss L. P. Smith, Mrs. George D. Widener, Mrs. Kinslop, M. Simonontios, and Mrs. Robert Clark.

At the Belmont it was said the following were expected: Mrs. and Miss Compton, Mrs. Appleton and Mrs. Brown, the two last named, sisters of Magistrate Cornell's wife, Mrs. Mark Fortune, and three Misses Fortune, E. M. Kimball, W. Cabby and wife and daughter, Mrs. Susan Ryerson, Mrs. Arthur Ryerson, Mrs. Walter Stephenson, and Miss Willard.

At the Hotel Manhattan reservations were made for the following: Mrs. Rose Abbott, Mrs. J. J. Brown, Miss Lindstrom, Mrs. Madeline Newell, Mrs. F. H. Warren, and Mrs. J. Stewart.

The Plaza Hotel had reserved apartments for Miss Gladys Cherry, Mrs. W. T. Graham, and Miss Graham.

Reservations at the Netherland Hotel were made for Henry Frauenthal and Mrs. Frauenthal, and Mr. and Mrs. Frederick Hoyt.

FEAR TO TELL NATHAN STRAUS.

Relatives Keep News of Brother's Death from Merchant in Rome.

A cablegram was received last night by Nathan Straus, Jr., from his mother, dated from the Hotel Russe, in Rome, stating that Nathan Straus, who is recuperating in Italy after a recent illness, is much stronger, but that news of the death of his brother, Isidor Straus, on the ill-fated Titanic, has been carefully kept from him by advice of his physicians. It is feared that any inkling of the truth would prove serious.

Mr. Straus, it was stated in the cablegram, knows that the Titanic was wrecked, but has been given to believe that his brother was among the survivors. For this reason the family in this city urge that no messages of condolence be sent to him by friends until such time as it is deemed proper by his physicians to break the sad tidings to him.

GEN. BOOTH EXPRESSES GRIEF.

Deeply Moved by Calamity, Cables the Head of the Salvation Army.

The following cablegram has been received here from Gen. William Booth, head of the Salvation Army:

London, April 18, 1912.

My heart is moved by the fearful calamity which has befallen the world in the loss of the Titanic—moved with sorrow for the dead, among whom are some of my long-tried friends—moved with sympathy for the living, whose loss can never be repaired—and moved in its deepest sources of feeling concerning that sudden and awful summons into the presence of God. I pray that it may speak to the multitude of the reality and nearness of the world to come, and of the urgency and overwhelming necessity of preparing for it. God bless and comfort you all.

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The constant and increasing sales from samples prove the genuine merit of Allen's Foot-Ease, the antiseptic powder to be shaken into the shoes for Tired, Aching, Swollen, Sweating, Tender Feet. Gives instant relief to corns and bunions, blisters and callous spots. Allen's Foot-Ease makes walking a delight. Just the thing for Dancing Parties and for Breaking in New Shoes. Sold everywhere, 25c. Don't accept any substitute. For FREE trial package address, Allen S. Olmsted, LeRoy, N.Y.

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ONCE a year we hold a Sale of PIANOS, Uprights and Grands, and AUTOTONES (The Perfect Player-Piano) such as could occur nowhere else.

The HARDMAN is known as the "Artist's Piano" for a very good reason.

The first thing the Metropolitan Opera House Artists do, when they flock here in the Autumn, is to select a HARDMAN PIANO or AUTOTONE and have it sent to their address.

When they fly homeward in the Spring these instruments are of course returned to us.

These are the Pianos and Autotones chosen for their own use by the greatest artists in the world, used by them for a few months only, and kept in order (as only musicians know how to keep a piano in order).

We shall place them on sale Monday, April 22d.

Only they have been increased still further in value.

Almost every one now bears the autographed signature of the artist who selected it.

This gives it an intimate association with one of the world's GREATEST SINGERS.

And yet these instruments are offered at less than the usual fixed and unalterable prices.

By buying at this Sale you not only secure a specially selected instrument but you save, at reduced prices, from $50 to $200.

There are also in this sale a number of pianos which have been used at the Metropolitan Opera House, the Hardman being the official piano of that great institution.

A small deposit now will secure delivery in the Fall if you so prefer.

Our regular guarantee accompanies every one of these instruments.

Liberal allowance for your piano taken in exchange.

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"Being able to transpose the music into various keys gives to the Autotone a usefulness far in excess of any other Player-Piano."

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City Opens Its Hospitals and Homes, and Its People Their Hearts and Purses.

SHELTER AND CARE FOR ALL

Ambulances and Limousines Parked About Cunard Piers to Rush Sufferers to Resting Places.

With the steadily growing appreciation of the probability that the Carpathia had been converted into a hospital ship, what with the hours of bitter exposure to which the survivors were subjected and the rack of the tragedy upon the nerves of all those who passed through it to safety, most of the hospitals of this city made preparations yesterday to receive and care for the many who were sure to need attention.

Mrs. W. A. Bestedo, wife of Dr. Bestedo and a patroness of St. Luke's Hospital, called at the office of the White Star Line to notify the officials that St. Luke's was holding a newly completed ward for the use of such of the Titanic's survivors as might need medical treatment. The offer also included the sending of ambulances and a detachment of doctors and nurses to the pier to meet the Carpathia and clothing for fifty persons. Vice President Franklin of the White Star accepted the offer. The St. Luke's ward is equipped to receive sixty.

Michael J. Drummond, Commissioner of Charities, saw to it yesterday that the Metropolitan Hospital on Blackwell's Island and Bellevue Hospital should be ready to care for survivors. This field, it seemed, would be particularly cordial to steerage passengers, who would need such assistance acutely, to judge from the paucity of the inquiries that have been made at the steerage department of the White Star Line by friends and relatives.

Commissioner Drummond also held in readiness the ferryboat Thomas S. Brennan to send to the Cunard pier equipped as a hospital ship. The Brennan carries a corps of doctors and nurses, and would, the Commissioner said, be able to transfer the passengers direct to the city hospitals without the need of ambulances. Bellevue notified the White Star Line that it was ready to respond to calls with five or six ambulances, each manned with two or three doctors and nurses.

J. Hood Wright Hospital, Harlem Hospital, and the Washington Heights Hospital indicated yesterday their eagerness to share in the care of the survivors, but at Sydenham Hospital it was stated that they were without room for more patients.

The Volunteer Hospital offered an ambulance with several doctors and nurses, while the Hudson Street and the New York each prepared to send two. St. Vincent's Hospital said that its staff was ready to turn out at the first call.

Cardinal Farley Coming to Help.

Under instructions from Cardinal Farley, the Rev. M. J. Henry, rector of the Mission of Our Lady of the Rosary in State Street, will have charge of the relief work to be conducted by the numerous Catholic immigrant bodies of this city. Father Henry said yesterday afternoon that St. Vincent's Hospital would be the temporary headquarters of his relief committee. He expects to be able to care for at least 100 in this institution. His committee will give especial attention to those of the survivors who were in the steerage. Several well-known specialists have volunteered their services, also a number of Catholic laymen and women. The latter will assist the priests and nuns.

"The survivors will be rushed to the hospital with all speed," said Father Henry last night. "Those of them that are not in need of medical attendance will find temporary shelter in the rooms of the mission. While the mission is especially devoted to caring for Irish immigrant girls no exceptions will be made in this instance. Ample relief will be provided for all we can accommodate."

Father Henry held a conference with Mrs. Teresa O'Donahue, President of the Association of Catholic Charities, and Mrs. Thomas Hughes Kelly, head of the Nurseries Committee. These ladies, after the conference, went to St. Vincent's to supervise the arrangements. The Friendly Sons of St. Patrick, through its Relief Committee, will give material aid to all Irish immigrants of whatever creed. The Association of Catholic Charities, working with Father Henry, expects to provide financial aid, communicate with the relatives of the survivors, and find employment for those who may be without friends to help them. Cardinal Farley intimated that he would get back from Washington in time to give personal supervision to the work planned by the Catholic bodies.

Women's Relief Committee Busy.

One hundred and fifty society women gathered at the home of Mrs. Abram S. Hewitt in Lexington Avenue to perfect the plans of the Women's Relief Committee for the care and comfort of the Titanic's steerage passengers. Mrs. Nelson H. Henry, who began the now widespread movement for relief, and Mrs. J. Hermann Aldrich, the Treasurer of the committee, received contributions for the survivors amounting to more than $13,000. Mrs. Henry alone received hundreds of letters bringing material aid, and a small army of stenographers were busied all day assorting the contributions and determining the exact amount. More than $200 was received in sums under $1.

Mrs. William K. Vanderbilt, Jr., a new recruit at yesterday's meeting, announced that she had chartered ten Fifth Avenue automobile stages to hurry the women and children to their destinations, and that she would muster more than fifty private limousines to assist in the work. Mrs. Vanderbilt was made Chairman of the Transportation Committee. Gimbel Brothers also sent word that ten new auto trucks had been transformed into ambulances, and were in readiness to help move the stricken women.

In addition to the money contributions, the Clothing Committee, headed by Miss C. M. Stewart, reported that the homes of its members were already submerged with stockings, shoes, underwear, and coats. The committee, however, will continue to receive all offerings in the conviction that every thing will be of use before the women and children are sent to their ultimate destinations. Great hampers, containing emergency clothing for the immediate use of the passengers on arrival, were made up and shipped to the Cunard piers before the morning meeting.

Mrs. Henry announced that she had received over 500 offers for personal help in her good work. She has accepted all the volunteer aid she could in the belief that many of the women will be a long time unfit to care for themselves after the exposure and misery to which they have been subjected.

"Only thirty women workers on the pier," ran the orders of Commissioner Williams, who was in consultation with Mrs. Henry yesterday afternoon. The Women's Committee has been recognized as the official organization for the care of the steerage survivors. Although Mrs. Henry had hosts of workers ready and willing to wait all night in the rain, she was forced to narrow down the number of society women who will be in attendance to herself and the heads of the committees. The rest of the thirty on the pier were deaconesses from the Grace Day Nursery, and the Church of the Ascension, and a number of trained nurses. With the busses and automobiles in waiting the women were prepared for every emergency.

Praise from Gov. Dix.

In view of the fact that a number of men were among the survivors, a committee of five men workers were chosen. They are Frank Persons of the National Red Cross Society, Alexander Haddon, Frederick Townsend Martin, Everett J. Wendell, and John J. Upjohn of the Bowery Mission for Men.

The following dispatch from Gov. Dix to Mrs. Hewitt and Mrs. Henry was received and read at the meeting:

The overwhelming grief and sorrow brought to the entire world by the sinking of the Titanic is assuaged to a degree by the splendid and instantaneous response of the American people to the cry for succor and help. It is a cause of satisfaction that the sympathy of the women of New York finds immediate and concrete expression in an organized movement to extend aid and comfort to the stricken survivors when they reach our shores; and especially to relieve the pressing needs of the unfortunate passengers who have lost their all. I regard it a privilege to send to the Women's Relief Committee my heartiest wishes for the success of their noble mission of love and mercy.

JOHN A. DIX.

The following is the list of the women who now constitute the Relief Committee:

Mrs. A. M. Young, Mrs. Gilbert Montague, Mrs. James Roosevelt, Mrs. George W. Forsyth, Miss Perkins, Mrs. James Cushman, Mrs. Lindon Bates, Miss Edith Terry, Miss Winifred Holt, Mrs. Snowden Fahnestock, Mrs. Theodore Roosevelt, Jr., Mrs. W. R. Hearst, Miss E. Taylor, Mrs. Joseph W. Burden, Miss Teresa R. O'Donahue, Mrs. Thomas Hughes Kelly, Miss Elizabeth Marbury, Mrs. Ollesheimer, Mrs. August Belmont, Miss Grace Bigelow, Mrs. Frederick B. Pratt, Mrs. Charles D. Dickey, Mrs. S. Harold Freeman, Mrs. Robinson Smith, Mrs. L. H. Chapin, Miss Clara Ogden, Mrs. Sidney D. Ripley, Mrs. Gordon Bell, Miss Virginia Porter, Miss Anne Morgan, Mrs. Howard H. Henry, Miss Lota Robinson, Mrs. C. Connor, Miss Laura J. Post, Mrs. Perkins, Mrs. Capt. F. Carpo, Mrs. C. B. Alexander, Miss S. Adelina Moller, Mrs. F. W. Bacon, Jr., Mrs. W. S. Brewster, Mrs. Emil L. Boas, Mrs. Edward C. Blum, Miss C. W. Stewart, Miss Ann E. Rodger, Mrs. George L. Nichols, Mrs. J. Van Vechten Olcott, Miss Young, Mrs. Nelson Burr, Mrs. L. Longfellow, Mrs. M. Burnett, Mrs. Truesdale, Mrs. Frank Hunter Porter, Miss Juliana Cutting, Mrs. Alfred A. Booth, Mrs. Wilbur Fiske, Mrs. E. L. Herrick, Mrs. H. W. Gray, Mrs. Benjamin Brewster, Mrs. B. Clarkson, Mrs. Richard Young, Mrs. William M. V. Hoffman, Mrs. Charles G. Ayres, Miss Claire Herrick, Mrs. A. Eakin, Mrs. W. A. Read, Mrs. Herbert Satterlee, Mrs. J. H. Alexander, Mrs. Frederick Vanderbilt, and Mrs. W. K. Vanderbilt, Jr.

Opens Her Home to Survivors.

A woman who lost several relatives in a shipwreck a few years ago entered the White Star offices yesterday and offered the use of her apartment to such of the survivors as might wish to take advantage of her hospitality. She is Mrs. Arthur Holland of 137 West Twenty-seventh Street. She will be able to accommodate twenty persons, and she will give them food, shelter, and medical attendance if necessary.

"In this time of need," she explained to the clerks in the office, "I thought I would do what I could to allay the sufferings of the survivors. My anguish at the loss of relatives in a shipping disaster some time ago makes me at this time more appreciative of the sufferings of those on board the Carpathia."

Those to whom she made this offer thanked her and were touched by the incident. They told her that Mrs. Nelson Henry, wife of the Surveyor of the Port, is heading a committee of women who are working for the survivors, and that she should consult with Mrs. Henry. She went away saying that she would do so.

Offers of accommodations from hospitals, hotels, and private individuals poured in on Mayor Gaynor all day. It was estimated at 6 o'clock that 5,000 persons had offered to throw open their homes for the accommodation of the survivors.

Col. Conley of the Sixty-ninth Regiment telephoned the Mayor that his regiment stood ready to go to the pier at a moment's notice and assist the police. He was told that the offer would be accepted if it was necessary.

It was arranged to have thirty ambulances stationed in East Twenty-sixth Street as a reserve force to be hurried to the pier if necessary.

The Salvation Army placed the accommodation of its halls and institutions at the service of the Mayor for the purpose of caring for survivors from the Titanic. The army made arrangements with Mrs. Henry's committee to entertain twenty women and children at its institution at 316 East Fifteenth Street. It has also offered accommodation for twenty at the Training College, at 124 West Fourteenth Street; for thirty single men at its Industrial Home, at 533 West Forty-eighth Street, and for twenty others at its hotel, at 18 Chatham Square.

Council of Jewish Women Aiding.

The Council of Jewish Women of 448 Central Park West announced that the organization had made full preparations to take care of the immediate and later needs of all Jewish women survivors of the ill-fated Titanic. The New York Section of the Council has made arrangements for supplying the girl and women survivors with complete new outfits of clothing, including shoes and hats. Arrangements were made to take the women and girls in automobiles to the homes of friends and relatives, and to furnish those not met at the pier by friends and relatives with lodgings and food. It was said in the offices of the Council that cable messages would be sent by the organization to the friends and relatives of the poor female survivors abroad.

The Council will keep in touch with the women and girls until they are properly adjusted in a normal condition.

The automobiles obtained by the Council for the transportation of steerage survivors from the pier to the homes of friends and relatives and to lodgings furnished by the organization were loaned by Mrs. Aaron Stern of 1 West Sixty-eighth Street, Mrs. Sol Wertheim of 20 West Seventy-seventh Street, and by the Abbott-Detroit Automobile Company, at Broadway and Fifty-second Street.

The emergency fund of the National Council of Jewish Women will be drawn upon to defray the expense of caring for the women and girl survivors who were passengers in the steerage of the Titanic.

Nagel to Pass Immigrants.

Commissioner Williams at Ellis Island announced his arrangements for taking care of the imigrants as follows:

"The immigration authorities will meet these immigrants at the pier, prepared to do whatever in their power lies to facilitate their landing. They will interfere only to such an extent as may be necessary for the welfare of the immigrants themselves. There will be surgeons and nurses on hand to care for the sick. Where responsible relatives are on the pier the immigrants will be turned over to them, provided the immigrants so desire.

"Immigrants not turned over to relatives will be taken care of by the Woman's Relief Committee, of which Mrs. Nelson H. Henry of 59 West Ninth Street is Chairman.

"Ambulances for the sick and other transportation for immigrants not called for by relatives will be ready to convey such immigrants to a few appropriate lodging houses where they will be cared for pending investigation of their further needs. As soon as practicable lists will be published showing where all such immigrants are located.

Commissioner Williams believes that special consideration will have to be given to some of the cases of immigrants, if not all of them, by the Department of Commerce and Labor, in addition to providing for their immediate necessities. That will be a matter for future consideration. In many cases the heads of families of the immigrants were swept away in the wreck, and with them went all the financial resources of the women and children among the survivors, it is believed. The status of these unfortunate immigrants, particularly those who may not have friends to aid them, will require special action by the immigration authorities regarding their detention or release to remain here. Charles Nagel, Secretary of the Department of Commerce and Labor, joined Commissioner Williams in this city last night to assist in this work.

Members of the crew of the Titanic among the survivors will be cared for by the American Seamen's Friend Society, including rooms, food, and clothing. This offer was made by the Secretary, Rev. George McPherson Hunter, in the following communication to the newspapers:

"The American Seamen's Friend Society has offered to house, feed, and clothe the surviving members of the Titanic's crew. The society will repeat what it did for the crew of the Republic when that ship sank three years ago. On Sunday night 7:30 a memorial service for the members of the crew lost on the Titanic will be held in the society's institute, 507 West Street, the home for transatlantic seamen."

The Western Union Telegraph Company announced yesterday that it would transmit all land telegrams free for the Titanic survivors after the arrival of the Carpathia.

Disaster Postpones Dinner.

Owing to the Titanic disaster the Society for Ethical Culture has decided to postpone its dinner, arranged for this evening, to Thursday evening, May 2, at the Aldine Club.

RUSH TO CONTRIBUTE TO THE RELIEF FUND

Money for Survivors' Comfort Pours Into Mayor's Office, Soon Passing $20,000 Mark.

CITIZENS OFFER HOMES

Mayor Gaynor Accepts Proposal of Red Cross and County Relief Committees to Distribute Funds.

Promptly following the announcement that Mayor Gaynor would open a relief fund for the needy survivors of the Titanic catastrophe, money began to pour in all day yesterday at the City Hall. J. P. Morgan & Co. sent $10,000, and Andrew Carnegie mailed his check for $5,000. Early in the afternoon the amount had passed the $20,000 mark, and more checks were coming in with each mail.

Before 9 o'clock in the morning almost every hospital in the city called up the Mayor's office and offered to send ambulances to meet the ship. Many offers of nurses were made. A large number of private individuals called up the Mayor and offered to throw open their doors to the survivors. One woman living in Fiftieth Street, just off Fifth Avenue, offered to put her entire house at the disposal of the survivors.

D. H. Knott of 108 Waverley Place offered to take care of 100 survivors and to furnish them both food and lodging at the Arlington, Holley, and Earle Hotels. Robert W. de Forest wrote to the Mayor, offering to distribute the money the Mayor received through the American Red Cross, of which Jacob H. Schiff is the New York Treasurer, and the County Relief Committee, of which Mr. de Forest is Chairman. This committee took charge of and distributed the relief funds collected for the Triangle shirtwaist fire sufferers.

The Mayor promptly accepted Mr. de Forest's offer, and he and Charities Commissioner Drummond were called to the Mayor's office for a conference to arrange the details. One of the first arrangements decided upon was to have plenty of ambulances and vehicles at the dock for the survivors. It was also decided to use large omnibuses to transport the crew and steerage passengers to lodging houses.

Commissioner Drummond told the Mayor that sheiter and meals for 750 could be furnished at the Municipal Lodging House.

The Mayor received this telegram from Mayor Blankenburg of Philadelphia:

The Citizens Permanent Relief Committee have sent you through Drexel & Co. $2,000, to be used for the immediate relief of the immigrants rescued from the steamship Titanic. Please transmit this money to the proper committee organized for the relief of the sufferers. An appeal for contributions has been issued and we shall be glad to co-operate with you in whatever measures may be deemed advisable.

Following the receipt of this message, J. P. Morgan & Co. sent the Mayor a check of $2,000 in behalf of the Citizens' Permanent Committee of Philadelphia.

Following is the list of contributors:

Andrew Carnegie	$5,000
George F. Baker	1,000
M. Kurzman & Sons	100
Robert W. de Forest	100
Farmers' Loan & Trust Company	100
A. G. Hyde & Sons	100
Adrian Iselin, Jr.	100
Ross Schofield Company	100
Morimura, Arai & Co.	200
Henry A. Dows	2
Bella C. Landauer	20
Fairchild Brothers & Foster	100
C. E. Wadbrook	5
Samuel A. Salvage	20
Michael A. Freedo	1
Lewis Cass Ledyard	1,000
William J. Gaynor	100
T. G. Sellew	50
Henry L. Calman	25
J. B. M.	1
Carl Fels	10
C. C. M. Hoeg	25
Clarence H. Eagle	10
W. B. Symmes	5
J. P. Morgan & Co.	10,000
Frank Du Bois	100
Burlingham, Montgomery & Beecher	250
W. H. Newman	100
William A. Read & Co.	1,000
Middleton S. Burrill	250
"Cash"	3.47
Browning & Co.	10
Henry Wellman	10
George F. Baker, Jr.	250

The total of contributions for the day, as announced at the Mayor's office, was $24,547.47.

Mayor Gaynor wrote to Jacob H. Schiff in regard to the distribution of the fund as follows:

I have arranged that the funds coming in for the relief of the Titantic crew and passengers are to be distributed by the Emergency Committee of the American National Red Cross, and as contributions come in I shall therefore mail them to you as Treasurer of the Red Cross Society.

Mr. Schiff sent the following reply to the Mayor:

I am in receipt of your communication of even date, advising me that the funds coming into your office for the relief of the Titanic's crew and passengers will be turned over to me as Treasurer of the New York State Branch of the American National Red Cross, to be distributed by the Emergency Committee. Mr. De Forest and Dr. Devine had already advised me of the conference they had with you this morning, and I shall be pleased to act in compliance with your desires.

Mrs. Draper's Statement.

Mrs. Helen F. Draper, Secretary of the Red Cross Association, gave out this statement last night relating to the meeting of the Red Cross Emergency Relief Committee which was held yesterday afternoon, at which it was arranged that all funds received by Mayor Gaynor should be paid over to Jacob H. Schiff, New York Treasurer of the American Red Cross:

"The committee met this afternoon. Robert W. de Forest, Chairman, reported a conference with the Mayor, at which it was arranged that all funds received by the Mayor should be paid over to Jacob H. Schiff, the New York Treasurer of the American Red Cross, and should be disbursed under the direction of the Red Cross Relief Committee.

"Mr. de Forest also reported a conference between himself, Dr. Edward T. Devine, and W. Frank Persons, with Mrs. Nelson H. Henry and other members of the Ladies' Relief Committee, at which it was made plain that that committee was perfectly ready and able to take the entire responsibility for administering immediate emergent relief on the arrival of the Titanic survivors at the pier. Under these circumstances the Red Cross Committee determined to leave to Mrs. Henry's committee the distribution of all immediate emergent relief measures, and to hold itself in readiness to aid that committee in any way in its power. With so large a number of third-class passengers, mostly women and children, undoubtedly there will be many cases in which permanent relief may be needed and measures of rehabilitation necessary, and the Red Cross Committee at the moment will hold itself in reserve to meet such situations.

"Representatives of the committee will meet the survivors at the pier in co-operation with the Immigration Commissioner. Charities Commissioner Drummond has notified the committee that the Municipal Lodging House will be ready to receive any survivors; that he will have ambulances at the pier, and will also hold the department boat ready to transfer any passengers by water to Bellevue Hospital, or any other point, in case water transportation be desirable.

"The appeal of the Mayor has been so effective that the New York County Red Cross Organization has determined not to make any separate appeal for relief funds at this time.

"The members of the committee are Robert W. de Forest, Chairman; Otto T. Bannard, Edward T. Dowling, Mrs. John W. Glenn, Lloyd C. Griscom, Miss Florence M. Johnson, Mrs. William B. Rice, Cleveland H. Dodge, Mrs. W. K. Draper, and for the purpose of this emergency the following have been added: Mrs. Nelson H. Henry, Mrs. Richard Irvin, Miss Eleanor Hewitt, the Hon. William Williams, Commissioner of Immigration. The committe will meet again to-morrow afternoon. The office is at 150 East Twenty-second Street. A separate office will be opened if it be found necessary."

Mrs. Draper added that there would be three representatives of the Red Cross at the pier to meet the Carpathia, and that Ernest P. Birchnell, the National Director of the American Red Cross, accompanied Secretary of Commerce Nagel to the city.

Mrs. Draper's three aunts, Mrs. R. C. Cornell, wife of Magistrate Cornell; Mrs. John M. Brown, and Mrs. E. O. Appleton are among the saved.

FOUNDED 1856

BROKAW BROTHERS

MEN'S & BOYS' CLOTHING HATS & FURNISHINGS

The man who hasn't been suited elsewhere—makes our best customer.

He buys his first Suit here because of its appearance. He continues to buy here because of the satisfaction our Suits give in fit, wear and service.

Then this store is convenient to get to—midway between uptown and downtown business districts, and right in front of the Astor Place Subway Station.

The largest stock of ready-to-put-on Clothes in New York makes quick selection easy.

Spring Suits—$18 to $45.

Astor Place & Fourth Avenue

SUBWAY AT THE DOOR—ONE BLOCK FROM BROADWAY

Men's $3.50 Hats for $1.95

All the new shaped DERBIES soft ALPINES, FEDORAS and VELOURS. Every late effect for Spring is represented. To emphasize our extraordinary values, for Today and Tomorrow we give you your choice at $1.95

Men's $2.00 Shirts

IN ALL THE NEW SPRING PATTERNS. Soisettes and Pongees; French cuffs; coat models. Size 14 to 17. Friday and Saturday 77c

THE NEW DEPARTMENT STORE

KESNER'S

SIXTH AVE. 22d & 23d Sts. N.Y.

Sole New York Agents for Clothcraft.

TAKE any Clothcraft suit from the lowest price, $12.50, up to the highest, $25, and critically examine the cloth. It is guaranteed pure wool, the only material ever used in making Clothcraft Clothes.

Try on the suit. It has about it that certain dignity—distinction—style—and you'll quickly appreciate the pleasing, comfortable fit. Reach into the inside pocket of the coat. There you will find the Clothcraft Guarantee that assures you of pure wool, lasting shape, satisfactory wear and service.

Are not these the kind of clothes you'd like to wear? They are yours at $12.50 to $25.

You will find just what you want in styles and patterns, too. The assortment is large and comprises two-button, three-button, Norfolk, English and more conservative models. The weaves and colors are the season's latest, consisting of serges, worsteds, cassimeres, tweeds and crashes in beautiful shades of blues, greys, tans, browns and fancy mixtures—the niftiest fabrics you ever saw.

Friday and Saturday Specials

Boys' Clothing

NEW SPRING SUITS FOR BOYS. Norfolk and Double-Breasted Styles. Full cut knickerbockers. Sizes 7 to 16 years. Greys, Browns, Tans. Very stylishly cut coat with broad lapels cut long and full. Regular $5 suits. Friday and Saturday..... $2.95

SPRING REEFERS. Golf red covert, tan and fancy mixture worsteds. Velvet or self collars. Regular $3 value. Friday and Saturday.. $1.95

Sale of Men's Raincoats

RUBBERIZED, double-texture Canton and Parametta fabrics.

EVERY coat guaranteed absolutely water and spot-proof. All seams cemented and strapped. (All Sizes)

THESE coats are selling elsewhere at $15.50. They were featured as record value in one instance at $12.50. We will sell all we have left the balance of this week for $8.85

Third Floor.

Men's Umbrellas

Made of finest quality rainproof Taffeta; also some all-silk umbrellas, with plain and fancy trimmed handles. Values from $3.00 to $5.00. The balance of this week..... $1.49

MARTIN & MARTIN
BOOTMAKERS
FOR MEN AND WOMEN
1 East 35th St., New York

Shoes either give the finishing touch to your dress or entirely mar your appearance.

Our Hand-Sewed Shoes are always entirely correct—always retain their stylish form—always fit the foot with ease and comfort.

Seven Dollars and up. Compare them with all others—the style and quality easily show themselves.

Custom Department in Connection.

Who Spends Your Money?

THE budget of the average household is made up by the woman. She is also the treasurer, comptroller and general conservationist.

Few men deny woman's superiority as the efficient and able manager in the home. The time honored jest regarding woman's zeal as a shopper reflects in reality her intelligence and real ability as a purchasing agent.

And the woman *is* the purchasing agent. She reads the advertisements; she sends for the samples; she tramps from one store to another.

It is for woman that the department store exists. Charles Frohman finds the same to be true of the theatres. In school affairs, in church affairs, in home affairs, for the children, for herself, even largely for your own personal wants—the woman controls the buying.

More than 1,750,000 of these purchasing agents pay $1.50 a year for The Ladies' Home Journal. No small part of its value to these women is derived from its advertisements.

A book on the subject of advertising may be obtained gratis by those interested.

The Curtis Publishing Company

Chicago Philadelphia Boston
New York

The circulation of The Ladies' Home Journal is more than 1,750,000 a month. That of The Saturday Evening Post is more than 1,900,000 a week. We have reached this commanding position in our field by the same merchandising methods we propose to you.

What if your business is pressing!

We're hurry-up outfitters of the very best sort.

Everything you wear—waiting for you now.

Shall we send, or will you rush in when rushing by?

ROGERS PEET COMPANY,
Three Broadway Stores
at Warren St. at 13th St. at 34th St.

Hammocks
Hammock Beds
(For Sleeping Outdoors)
Lawn Umbrellas and Tables
Garden Tools
LEWIS & CONGER
45th St. and 6th Ave.

MARCONI URGES NEED OF STRONG WIRELESS

Many Ocean Liners Inadequately Equipped, He Tells Political Education League.

TITANIC'S BOATS TOO FEW

Governments of Great Britain and United States Not Strict Enough, He Says.

Guglielmo Marconi, who headed the list of honor guests yesterday at the annual luncheon of the League for Political Education at the Hotel Astor, was received with marked distinction. As he rose to speak, introduced by Elgin R. L. Gould, President of the league, the entire company filling the eighth floor ballroom of the Astor rose, too.

The loss of the Titanic gave the keynote for the speeches, and referring to wireless communication, which made possible the saving of those who got off in the Titanic's boats, Mr. Gould said:

"If I could select a crown for Mr. Marconi it would be a coronet surmounted by a globe on which would be inlaid in pearls those magnificent, significant letters, C. Q. D."

Mr. Marconi declared in no uncertain terms that the Titanic was insufficiently supplied with lifeboats, and that many of the ocean steamers are inadequately fitted with wireless equipment, notably the Carpathia, now bringing in the survivors of the wreck of the White Star liner.

"The latter boat in the place of the Titanic," he said, "would not have been able to have saved a single life, and it is this poor equipment which is responsible for the lack of news received by the papers from or about the survivors."

He began his address by declaring that he was unable to express his thanks for what had been said concerning him and the wireless, and, continuing, said:

"This appalling disaster, the details of which we have not received as yet, has affected me seriously. I am so intimately associated with ships—I live on board ship or on board ships for so large a part of the year.

What Held Back the News.

"The wireless saved many lives that otherwise might have been lost, but it is a pity that there were not more saved, that they were not all saved, as they might have been under other circumstances. No wireless could reach the ships soon enough. The ship which picked up the survivors of the Titanic, the Carpathia, has a small and old wireless outfit which can only send a few miles. It is for this reason that we have received so little news. Many messages have been received, it is a fact—messages that cannot be called news—from relatives, and I am sorry to say that the press has come in second. The press has been practically left without news because the wireless station on the Carpathia is so small and worked by one man that it can only send out the little that has been received.

"This disaster shows that the lifeboats were inadequate. The ships' companies are not entirely to blame for this. The Governments of Great Britain and the United States do not compel them to carry more. They have believed that with the watertight compartments they would keep the ships up.

"And on some of the steamers the wireless is inadequate. If the Carpathia had met with the same accident as the Titanic it is not probable that a single life would have been saved.

"It is a matter of economy, as it is with the lifeboats. Measures for saving life are not what they might be.

"Going back to what has been said about myself, I really would like it if less was said about me personally. The wireless has been developed through the work of scores of people, some of them lost sight of and forgotten, notwithstanding the value of what they did. I have come into this beautiful science and been able to follow it until it has reached its present state—I will not say of perfection, but of utility. I wish to express my appreciation of the treatment I have received from the American press and the American people. I am grateful for the way America has understood and accepted me."

Tributes to the Lost.

At the close of the addresses the assemblage rose and stood silent for a few seconds in memory of the lost.

Mr. and Mrs. Thomas A. Edison were on the list of guests, but only Mrs. Edison was present, and at her request was not publicly introduced.

"Saved" was the subject given for the different speakers, who treated it in different ways. Mrs. J. Borden Harriman spoke of the need of a new building for a Women's Court, with a House of Detention in the same building, and said the budget and the public opinion need influencing. She was answered by Controller Prendergast, who said that the money has been appropriated and the site considered for a court and House of Detention, and that it is only waiting the action of certain people.

"This is not a dereliction of the city department," he said, "though I will admit that we have our derelictions. If it was not for people like Mrs. Harriman and her helpers there are many questions that would never be considered. There are some public officials who would rather spend their time looking around for new places for their favored henchmen. This place is only for girls, anyway, and they haven't got any votes. You have to get behind or get under some of the public officials to make them do their work. They don't think it is worth their while to bother."

SCIENTIFIC VIEW OF WRECK.

The Engineering Record Comments Upon the Loss of the Titanic.

The Engineering Record, in its issue of April 20, will say:

"The Titanic had been warned a few hours before she struck, that two large icebergs were in her path. It is unlikely she was proceeding at more than eight or ten knots, for ice floes were probably about her.

"Under such conditions, with haze or other obstacle to a far sight, she may readily have come upon the iceberg too quickly to change her course. An iceberg so far south generally has a pyramidal shape, the base extending down below the water surface several times as far as the peak towers above it, sometimes running out under water far beyond the shore line of the visible mass of ice.

"These great icebergs are as solid as a rocky shore and two things may happen if a ship strikes them. She may run up the sloping submerged portion, if there is one, gradually coming to rest and then sliding back again as the ice yields under the relatively warm mass suddenly thrust on it. Or she may run against a comparatively steep face of the iceberg, from which she will be tossed back like a ball from a wall.

"Both dangers are dreaded by shipmasters next to striking a derelict, and there was unquestionably an anxious watch on the Titanic to detect the ice mountains of which she had warning. In whichever form the collision occurred, it is evident that the enormous inertia of such a great vessel contributed to her destruction. If she ran up a shelving slope of ice, coming to rest slowly before sliding back, her plating in contact with the ice must have been torn so badly that only a few compartments remained intact.

"If she were tossed back from a vertical face of ice, her bow must have been stove in by the impact, her bulkheads warped so that some of the doors were inoperative and possibly her machinery twisted from place and some parts of the hull in the vicinity strained so as to leak badly. The enormous mass of such a vessel, and of its machinery, suddenly checked, even at slow speed, possesses great destructive power."

IGNORED BY THE CARPATHIA.

Salem Confirms Reports That Cunarder Wouldn't Answer Inquiries.

WASHINGTON, April 18.—The Navy Department gave out a dispatch to-day sent by the U. S. S. Salem at 8 A. M. corroborating the numerous dispatches which declare that the Carpathia has persistently declined to answer any message of inquiry, although sometimes acknowledging calls. The message made remarkable time, having been received in Washington ten minutes after its dispatch from the Salem. It reads:

Can get no information from Carpathia of any kind, although she is within easy radio-communication. She sometimes acknowledges calls, but will not admit receipt of messages or make reply. Cannot believe that she has failed to understand the messages I have sent. She is within easy range of the torpedo station (Newport, R. I.) so Salem will sail to Bradford (naval coaling station on Narragansett Bay, R. I.) this afternoon.

In spite of this the officials of the Navy Department are suspending judgment upon the conduct of officers of the Carpathia, who have treated with scant courtesy requests for information transmitted through the scout cruisers Salem and Chester by Government officials, including the President of the United States.

Whether responsibility rests with the Captain of the Cunarder or President Ismay of the White Star Line, who is reported as a survivor of the Titanic aboard the Carpathia, is a matter of conjecture. Naval officials indignantly reject the insinuation by the Cunard people that the naval wireless operators are incapable of handling messages with due celerity.

WHY AMONG ICE?—CARNEGIE.

Ironmaster's Pithy Question Evokes Praise from Mayor Gaynor.

The Mayor received this communication from Andrew Carnegie yesterday:

New York, April 18, 1912.

Dear Mayor: What was the Titanic doing up among the ice, when she had the whole Atlantic Ocean south open and free? This is the root of the matter. Passenger steamships should be compelled to keep far south below the range of icebergs at all seasons. Lifeboats are secondary to this vital requirement. Yours, ANDREW CARNEGIE.

The Mayor replied:

April 18, 1912.

Dear Mr. Carnegie: As usual, you hit the nail exactly on the head. They had no business up there among the icebergs, and, being there, they should have stopped. The question of lifeboats is a secondary one. I thank you exceedingly for your generous check of $5,000 for the sufferers. Sincerely yours,
W. J. GAYNOR, Mayor.

J. M. Gidding & Co.
OUTER APPAREL • MILLINERY • FURS
FOR WOMEN, MISSES and JUNIORS

Owing to the inclement weather yesterday, we will continue

THESE Special Sales TO-DAY—

Morning and Afternoon Dresses, $38

One-Piece Serge Frocks, $22 & $28
Women's and Misses' Sizes.

Smart Slip-on Coats, $45

Women's Tailor-made Suits, $38 & $50
Regularly $50, $65 & $75. Duplicates of new foreign models.

Small Women's and Misses' Suits, $35
Regularly $45 & $55. New Norfolk and fancy-trimmed models.

Fifth Avenue at 45th Street

Ha! Ha! Here's Our Competitor's Goat

HE'S HARMLESS
We have taken him by the horns and downed him

THIS IS HOW WE GOT IT!

1,000 Letterheads for $2.00

Elegantly Printed 2,000 $3.75 3,000 5.25 5,000 7.50 *Fine Bond Paper*

¶ We give you a fine quality of bond paper, neatly printed in the latest and best styles. We can give you much better service than the ordinary printer because we employ experts in every department. We have special type and material which gives us the best results most economically and use the latest type Cartwright Automatic Presses. We buy paper in large quantities and get it at special prices.

Why not call 2362 Cortlandt and ask to have our Representative see you?

Hudson Terminal Press, Hudson Terminal Buildings, New York

WOODRUFF REPEATS HE KNEW LOSS EARLY

Ex-Lieutenant Governor Verifies Story of Suppressed White Star Information.

"TITANIC WILL SINK" TOLD

Got Word Early Monday Morning, After Which Steamship Company Denied Any Tidings.

Ex-Lieut. Gov. Timothy L. Woodruff verified late yesterday afternoon the report published in The Brooklyn Eagle that he had word of the seriousness of the disaster to the Titanic as early as 10:45 o'clock Monday morning. Mr. Woodruff gave his interview just before 6 o'clock, after closing a Directors' meeting of the Jamaica Estates at 334 Fifth Avenue. Mr. Woodruff said:

"I attended a Directors' meeting of the Union Typewriter Company at Broadway and Duane Streets Monday morning. I saw by the clock when I left my offices, at Fifth Avenue and Thirtieth Street, that I could not make the meeting, which was called for 10:15, on time, and telephoned that I would be ten minutes late. I looked at the clock when I came in at the board meeting, and was sure that I was correct in my estimate of how late I would be.

"As I entered the board room I asked the Secretary of the company, George K. Gilluly, to call up the White Star Line and get the latest news of the disaster. Harold Smith, the Assistant Secretary, came into the board room and handed to me a typewritten sheet of paper, which I read to A. Barton Hepburn, President of the Chamber of Commerce; C. W. Seamans, and several other members of the board.

"It was a statement from the White Star Line in response to a telephone message sent by Mr. Smith. I think it is probable that in asking for the statement Mr. Smith mentioned the names of Mr. Hepburn and myself as desiring the information.

"I remember the closing sentence of the White Star Line statement very well, because I commented on it at the time. It read, as nearly as I can remember:

"'Titanic still floating; will sink in half an hour.'

"I know I remarked about this last phrase and asked, 'How do they know that she will sink in half an hour?'

"This statement from me came out inadvertently, but even had it not come out in this way, I think it would have been my public duty to make a statement of it."

In talking with reporters representing THE TIMES and other newspapers in his offices yesterday afternoon Mr. Woodruff declared that he was much surprised that some of his fellow-Directors at the meeting of the Union Typewriter Company Directors had denied knowledge of the White Star statement.

Mr. Woodruff called Mr. Gilluly on the telephone in the presence of the reporters and got this statement from him as to the circumstances of the White Star Line reply, which was read by himself, President Hepburn of the Chamber of Commerce, and others:

I was busy getting some papers for one of the Directors, and had Mr. Smith, the Assistant Secretary, communicate with the White Star Line by telephone. I do not know what Mr. Smith said in asking for the information or with whom he spoke.

Mr. Smith took down the statement from the White Star Line office in long hand, and I in turn read it off to the stenographer, Miss Greenwood, to typewrite for the purpose of use in the board room. I had Miss Greenwood read over the statement to me again this afternoon in the office to make sure of its contents. I am positive that the passage "The Titanic is still floating, but will sink in half an hour," appeared in it. The stenographic record of the statement is in our office, which is now closed for the day.

One of the sentences in the message from the White Star Line office was to the effect that passengers had been taken off by the Virginian and the Baltic and that all were safe.

Mr. Woodruff said, after announcing the declaration of Mr. Gilluly, that P. C. Lounsbury of the Merchants' Exchange National Bank was among those who heard the text of the message.

BLAMES AMATEUR OPERATORS.

Major Page Also Criticises Us for Permitting Wireless Chaos.

LONDON, April 18.—Major Flood Page, referring to the Titanic disaster at the annual meeting to-day of the London Chamber of Commerce, was very bitter on the subject of the wireless chaos in connection with the catastrophe. He said:

"As the first representative who ever sat upon the Council in connection with wireless telegraphy, I would like to say that we are all pre-eminently dissatisfied with what has taken place on the other side of the Atlantic in reference to communications concerning that great disaster. Such a thing could not happen in England. The United States is the only country in the world where the telegraphs do not belong to the Government, and, unfortunately, it has become the fashion in that country to permit amateur wireless operators. When we read that Marconigrams can be tapped, we must remember that the United States is the only country in which that can be done."

Major Page thought that if common prudence had been shown with the warnings available the Titanic could have gone south and escaped all danger of ice.

The Chamber of Commerce passed a resolution conveying to the Chamber of Commerce of New York and to the people of the United States its "heartfelt sympathy in the appalling loss of life in connection with the unparalleled disaster to the Titanic by which the people of both countries have been thrown into mourning."

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Foremost Clothiers Since 1845

Truly cosmopolitan is this present showing of Smith Gray & Co. clothes for Spring and Summer.

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There are Spring Coats from the foremost English tailors, particularly suitable for street, motor and storm, in hand-loomed Harris and Shetland tweeds, West of England and Irish vicunas, Dumfries tweeds and cheviots and Garnett's finest gabardines and other rain-repelling garments—the models including raglans, Chesterfields, Altcar Guard Coats, Piccadillies and slip-ons, at 35.00, 40.00 and 45.00.

There are fine English tailored golfing and sporting suits in Harris, Shetland and Donegal hand-woven tweeds in wide variety of choice at 30.00, 35.00 and 40.00, and Smith Gray & Co. tailored suits of finest West of England velour worsteds and serges, the exact equivalent of what custom tailors of the higher class get 65.00 and 75.00, at 35.00 and 40.00, and German and Belgium worsteds and serges and real Irish homespuns at 27.50, 30.00 and 35.00.

Spring Coats Special

Spring Coats, values to 22.50 (broken sizes)	12.50
Spring Coats, values to 22.50	15.50
Spring Coats, silk lined, standard 25.00 values	18.50

Spring Suits Special

Spring Suits, 20.00 and 22.50 values	15.00
Spring Suits, 22.50 and 25.00 values	17.50
Spring Suits, 27.50 and 30.00 values	21.00
30.00 Blue Serge Suits to Measure	20.00

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Smith Gray & Co.

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Two New York Stores: Broadway at Warren St. Across from City Hall. 5th Av., Bet. 27th & 28th Sts.

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NEGLIGEE SHIRTS, with soft cuffs, silk and linen mixtures and mercerized fabrics;	Regular price $2.50	1.50
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PLAIN SILK HALF HOSE—Black and colors, also black silk lisles and regular lisles;	Regular price 50c. (3 pairs $1.00)	35c
SILK AND SILK KNITTED NECKWEAR—All small lots and discontinued lines;	Regular prices $1.00, $1.50	50c

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OUT TO-DAY
10 Cents All News Stands

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SENATORS HASTEN HERE FOR INQUIRY

Come with Sergeant at Arms and Serve Subpoenas on the Titanic Survivors.

BRUCE ISMAY MUST TESTIFY

Also Four Surviving Officers—Committee Tells Them Not to Talk—Seek Refuge on Lapland.

Senator William Alden Smith of Michigan and Senator Newlands of Nevada arrived in New York at 9 P. M. last night to summon survivors of the Titanic and officials of the International Mercantile Marine Company to testify before the Senate sub-committee appointed to investigate the disaster.

When the Senators arrived at the Pennsylvania Station they were informed that the Carpathia was at her pier. The committee had intended boarding a revenue cutter and going down the Bay to board the Carpathia.

Upon learning of her arrival the Senators engaged cabs and went to the pier.

Upon arriving at the pier the committee served subpoenas right and left. They served J. Bruce Ismay, the master of the Carpathia, most of the officers of the Titanic who were on the Carpathia, and many survivors. The subpoenas were all returnable at the Waldorf to-day at 10 o'clock.

Mr. Ismay, after his interview with Senator Smith, said that he was desirous of sailing on the Carpathia to-morrow afternoon. The Carpathia is scheduled to sail at 4 o'clock. Mr. Ismay assured the Senators, however, that he would make a complete statement of the catastrophe, and that if he could not finish in time for the sailing he would change his plans.

The Titanic's four rescued officers were placed aboard the Red Star liner Lapland for the night. They refused to talk, saying they were under instructions to give no information except to the Senate committee.

Chairman Smith had with him Sergeant at Arms Ransdell and Assistant Sergeant at Arms Cornelius to serve summonses as occasion might require. George Uhler, Inspector General of the Federal Steamship Service, was also in the Senatorial party.

Secretary Nagel of the Department of Commerce and Labor, arrived on the same train. He went at once to the Cunard docks. He said that those of the steerage passengers on the Carpathia who had friends awaiting them would be allowed to land at once. The others would be taken to the immigration station as the best haven.

"The Government will suit itself to the convenience of the passengers this time," the Secretary said.

Special to The New York Times.

WASHINGTON, April 18.—The Senate Committee on Commerce took quick action to-day under the resolution passed yesterday directing an investigation of the wreck of the Titanic. When the committee met this morning Chairman Nelson appointed a sub-committee of seven members under the Chairmanship of Mr. Smith of Michigan, author of the resolution, to conduct the investigation. Mr. Smith thereupon appointed a subcommittee of three to meet the Carpathia in New York Harbor and the three Senators at once entrained for New York.

The three members who will make the preliminary inquiry in New York are Senators Smith, Bourne of Oregon, and Newlands of Nevada. With them they took Mr. Ransdell, the Sergeant at Arms of the Senate, and a Deputy Sergeant at Arms, with a full equipment of subpoena blanks, in case witnesses should prove recalcitrant. The other members of the full sub-committee, which may later hold extended hearings in New York City, are Perkins of California, Burton of Ohio, Simmonds of North Carolina, and Fletcher of Florida.

Accompanying the Senators was a party of others, who went to meet friends or relatives aboard the Carpathia. In the party were Mrs. Champ Clark and Miss Genevieve Clark, Representatives Levy and Goldfogle of New York, and other members of the House.

Senators and Representatives interested in the investigation say that the committee will closely interrogate J. Bruce Ismay, Managing Director of the White Star line, on the question of how far he was responsible for Capt. Smith's action in proceeding on his dangerous course after receiving warning of the icebergs. It will try to find out if the Captain received any advice or instructions from Mr. Ismay after the Amerika had warned him that icebergs were in the Titanic's path.

It will also seek to find out whether Mr. Ismay was desirous that the Titanic should make a record on her maiden trip, regardless of danger, and whether the Captain had any reason to believe that such was the case. It will inquire how many conferences took place on board ship between Mr. Ismay and the Captain on the subject of the ship's course and her speed and what was said at these conferences.

The committee also will interrogate the rescued officers of the ship and passengers, to find out if there were reports or rumors of such discussions. The committee has power to go even into hearsay evidence, weighing its value as such, of course.

Hastened Their Action.

The quick action of the committee came partly as a result of a hint received by Senator Smith that Mr. Ismay, one of the few men saved from the Titanic, might seek to avoid answering questions, though the general opinion here seemed to be that a man in Mr. Ismay's position would hardly avoid an inquiry here or in England, where he has his home.

Any doubts as to the powers of the Senate to command testimony by Mr. Ismay or other officers of the White Star Company because they are foreign subjects was dispelled to-day. Secretary Nagel, after talking with President Taft, declared there was no question of the jurisdiction of the Senate to summon any witnesses who are in the United States territory.

International lawyers, like Mr. Lodge of Massachusetts, believe that while this country could under no circumstances inflict punishment for anything connected with the sinking of the Titanic, eyewitnesses may be held by force, if necessary, once they come within our jurisdiction, and compelled to testify. Mr. Smith, however, does not expect to have to resort to such measures. He planned to request the co-operation of the White Star officials, and through them he thought all official witnesses could be induced to appear before the committee.

His idea in going to New York this afternoon was not to arrest witnesses, but to see to it that subpoenas were served on those material to the inquiry before they became scattered throughout the country. It is expected that the Sergeant at Arms will simply serve the subpoenas, fixing a date for the appearance of the witnesses before the committee.

Chairman Smith said he expected to return to-morrow night or Saturday, and that the investigation would be immediately proceeded with and pressed vigorously.

Titanic's Message Significant.

An important feature of the investigation may be the message transmitted through the Titanic April 14, the day of the calamity, from the steamer Amerika to the Hydrographic Office of the United States Navy, giving notice of icebergs in the Titanic's vicinity.

Naval officials are of the opinion that one of the icebergs reported by the Amerika through the Titanic was the cause of the Titanic's wreck. These officers were amazed by the reports that the Titanic was going ahead at full speed in view of the known presence of danger.

A joint investigation of the Titanic catastrophe by a committee representing both houses of Congress is favored by Chairman Alexander of the House Committee on Merchant Marine. The action of the Senate in authorizing an investigation by its Committee on Commerce will be followed by a suggestion from Chairman Alexander to the House Committee on Rules that a joint inquiry be proposed. The Rules Committee is now considering the resolution introduced by Representative Mott of New York, providing for an investigation by the House.

Chairman Alexander was emphatic today in his declaration that the present laws and maritime regulations of the United States, if properly enforced, are strong enough to compel an adequate number of lifeboats on vessels entering or leaving United States ports. While the Titanic had never cleared from an American port, the Congressional investigation is expected to show the extent to which other great ocean liners adhere to the American safety regulations.

For an International Conference.

An international maritime conference, to be called by President Taft, for consideration of better protection of lives at sea is proposed in a joint resolution offered in the House to-day by Mr. Alexander, who urges that President Taft be authorized to ascertain the opinion of the maritime nations on the desirability of such a conference to consider:

Uniform laws and regulations for greater security of life and property at sea, including regulations to establish standards of efficiency of officers and crews of merchant vessels, and the manning of such vessels; regulations for construction and inspection of hulls, boilers, and machinery; regulations for equipment of steamers with radio apparatus, searchlights, submarine bells, lifeboats, and other life-saving and fire-extinguishing appliances; regulations concerning accommodations for passengers and crews, lights, submarine bells, steering and sailing rules, and an international system of reporting and disseminating information relating to aids and perils of navigation, and such other matters relating to securing of life and property at sea as may be proposed.

The resolution contemplates that the conference, if called, will be held in Washington, and provides that the President notify Congress next session as to the result of his overtures to the nations.

Many members of the House are openly opposed to immediate action looking toward an investigation of the disaster. Chairman Henry of the Rules Committee said to-day that he believed the Senate and officials of the Navigation Bureau could make the proper inquiry without further action by the House.

Representative Sulzer of New York also opposed an investigation.

"It is only throwing dust in the people's eyes," he said. "The matter was fully gone into when the Slocum burned in New York several years ago. What we want is to make steamship owners criminally liable for failing to properly equip their vessels. Make it a felony and send those criminally negligent steamship men to jail and we will have no more of these disasters."

A telegram signed by the Mayors of thirty-six cities in New York State urging legislation to require adequate lifeboat equipment was read in both houses of Congress to-day.

MUST SAVE ALL, SAYS NAGEL.

International Regulation Needed, Secretary of Commerce Declares.

The disaster to the Titanic is a lesson which the world should heed, declared Secretary of Commerce and Labor Charles Nagel, who as head of the Immigration Service last night looked after the landing of the survivors. As Secretary of the Department he is charged with the administration of navigation laws.

The laws in regard to lifeboats to accommodate both passengers and crew have not kept pace with modern shipbuilding, he said. Mr. Nagel expressed unqualified approval of the suggestion that an international congress of maritime nations be called to discuss the momentous question of safeguarding ocean travel.

BILL TO CONTROL WIRELESS.

Penalties for Interference with Messages—New Salvage Law.

Special to The New York Times.

WASHINGTON, April 18.—The Senate received a favorable report to-day from the Committee on Commerce on a bill carrying out the provisions of the wireless treaty recently ratified after five years' delay. The wireless bill will probably be passed within the next few days. By agreement the House Committee on Marine and Fisheries voted out a similar measure.

The wireless bill provides, under penalty of $500 and forfeiture of wireless apparatus to the United States, that no person or corporation within the jurisdiction of the United States shall use any wireless apparatus for the receipt or transmission of messages crossing the borders of a State, or interfering with such messages, without a special license from the Secretary of Commerce and Labor. Abettors of the violation of this provision are amenable to the same penalties as the principals. In time of war or public peril the President may close any wireless station.

REPUBLIC'S PURSER MISSING.

Mr. Barker Took Place of Mr. Rogers, First Assigned to Titanic.

Geoffrey P. Rogers, at present purser of the White Star liner Laurentic, was originally appointed as joint purser with Mr. McElroy of the ill-fated Titanic, but at the last moment this was cancelled and he remained as purser of the Laurentic, and Mr. Barker, late of the Majestic, was ordered to the Titanic.

A strange coincidence is that Mr. Barker relieved Mr. Rogers when the latter left the Republic. Mr. Barker's life was spared when the disaster overcame the Republic, but only to lose it while employed on the Titanic.

EXPLOSION SAVED SHIP BARBER

Was Hurled Overboard and Clung to Wreckage Till Picked Up.

Gus Whiteman, the barber of the Titanic, limped from the Carpathia with his back badly bruised from the effects of an explosion which he asserts was the immediate cause of his being among the survivors. He said that he had been with some of his helpers in the vicinity of the Turkish bath when the ship hit the iceberg. He ran up on the B deck and was hurled overboard, he said, by the force of the explosion.

He was fortunate enough to get on a piece of wreckage, to which he clung until picked up.

"We ran over a ledge of a berg that must have been a quarter of a mile wide, and in all probability tore the ship almost in two," said Whiteman. "I was talking to one of my assistants in the runway to the baths when the collision occurred, and I rushed up to the B deck to find out what had happened, when the boilers exploded and I was hurled overboard, being picked up hanging to a piece of wreckage which luckily was near. The sea was full of ice, and the water intensely cold. I am convinced that had it not been for the explosion I wouldn't be here now.

"All the old friends have been lost. I am waiting for my son, who lives in Philadelphia, and I would like to have some one hunt him up for me."

A man who had traveled on the White Star Line and who was waiting on the pier when the Carpathia came in, recognizing Whiteman, asked to take the survivor to his hotel, but Whiteman demurred, electing to await the arrival of his son, who, Whiteman said, would immediately take him to his home.

PHILADELPHIANS GO HOME.

Special Pennsylvania Train Waiting for Mrs. J. B. Thayer and Her Son.

Mrs. J. B. Thayer, wife of J. B. Thayer, Second Vice President of the Pennsylvania Railroad, and her son, J. B. Thayer, Jr., arrived at the Pennsylvania station from the Cunard pier shortly after 10 o'clock last night, and left the city at 10:19 o'clock on a special train for Philadelphia, which the officials of the railroad had in readiness for them. J. B. Thayer went down with the Titanic.

They were met at the pier by Station Master Eagan and several officials of the railroad, and were brought to the station in an automobile. Accompanying the Thayers on their journey were W. W. Richardson of the Pennsylvania Railroad, Dr. William D. Gamble, their family physician; Henry Thayer, and Miss Jacobs, all of Philadelphia.

Mrs. Thomas Potter, Jr., Mrs. W. B. Stephenson, and Mrs. Boulton Ernshaw, other Philadelphia survivors, departed on a special car which the railroad company had waiting for them. The railroad company expected thirty-two survivors from Philadelphia, and had made up a special train of seven Pullman cars for them, but when they learned that there were only a few Philadelphia survivors they decided to send them to Philadelphia on a special car to be attached to one of the regular trains.

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What are a Few Cents per Case, when
Imperial Gold Label Beer
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America's greatest $15 Suit for Men and Young Men. This Suit is a fitting adjunct to your wardrobe, and is made of the choice Imported and American fabrics by skilled craftsmen.
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All of the American adaptations of the English initiative in unpadded shoulders, soft roll lapel and narrow trousers. Our large stock exemplifies the prevailing "dress" for Men and Young Men who desire to "Dress Best."
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These are the "happy medium" Suits for men who wear stylish suits of the best velours, homespuns, worsteds, cassimeres, serges and choice fabrics. No matter how skeptical you are, here are all the prevailing modes. All the blues, tans, browns, grays and colors that are in vogue.
$30.00 and $35.00 Suits $25
Hackett, Carhart Clothing at this price combines all the fascinating fabrics with an extensive line of patterns and a particularly strong line of models. These suits are perfect examples of the tailor's art. Although they are custom appearing, they are ready-to-wear and wear best.
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THE time is past when people base their selection of an automobile on merely superficial considerations. Never was the tendency away from this more noticeable than this season.
It is undoubtedly because there are so many cars on the market that are on a par in general appearance and external make-up, but which on analysis prove to be widely different in *what stands behind them.* This explains the growing popularity of
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Model 28. Price $4000
All that the most fastidious buyer could wish in beauty, in clean-cut aristocratic lines, in luxury of appointment, are found in this fine, new car. But Marquette merit extends farther and deeper; it involves that inherent worth that comes from being the product of a strong and permanent organization—on having not only the facilities and knowledge to turn out a car mechanically perfect, but also the resources and intent to back it up.
Thus the SERVICE that goes with every Marquette has a big and vital meaning to owners, for it carries the assurance not only of satisfactory operation under all conditions, but of immediate and competent attention in case of disablement.
Whatever your plans are, don't fail to see the Marquette before you place your order. It should at least be a part of your 1912 automobile education to know this magnificent car and the strong local service facilities back of it. Demonstrations cheerfully arranged for.
Five models; $3000 and $4000, fully equipped. Drop a note for literature.
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Besides that, measure its spread: 6 to 8 inches more than any other umbrella with the same length rib—and the spread is what keeps off the rain.
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Various Models, Overhauled, Repainted and Sold with the Locomobile New Car Guarantee.
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BUICK Motor Co., B'way, bet. 55th & 56th Sts. 'Phone 6040 Columbus.
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FIAT "THE MASTER CAR." Fiat Automobile Co., 1,778 Broadway. 'Phone 6445 Col.
KNOX Knox Automobile Company, 1946-1948 Broadway. 'Phone 4334 Col.
NATIONAL Foertner Motor Car Co. HERRESHOFF 1922 Broadway, (64th St.) 'Phone 8166-7 Col.
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HESS BRIGHT BALL BEARINGS. ALL SIZES IN STOCK. THE HESS BRIGHT CO., 1974 BROADWAY.

Automobile Exchange
Advertisements in this column place your announcements in the hands of more than 200,000 readers daily. The largest high-class circulation of any New York newspaper.
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USED CARS FOR SALE.
USED AUTOMOBILES.
GREEN'S PURCHASING AGENCY, COR. 48TH ST. AND BROADWAY.
SELF STARTING ATTACHMENT FREE.
By special arrangement with the manufacturer of the famous Self Starting Attachment we will equip free of charge to every car purchased this week this Self Starting device, so that every used car sold by us will be equal to a 1912 Model that either a woman or a child can operate. Each and every car fully guaranteed and demonstrations cheerfully given.
EASY TERMS ARRANGED.
THIS WEEK'S SPECIALS ARE:

1910 Stearns roadster	$1,450	
1910 Stearns touring car	1,250	
Ford runabouts	175 to	$300
Overland runabouts	300 up	
Hupmobiles	375 to	575
Mitchell runabouts	250 to	350
New 1912 Krit	450	
Buick, Model 10	350 to	450
Cadillac runabout	350	
Maxwell touring cars	250 to	350
Buick touring cars	350 to	400
Chalmers 30 touring cars	650 to	750
Cadillac touring cars	550 to	850
Rainier touring cars	350	
Peerless 5 and 7 passenger cars	450 to	600
Packard 30 touring car	650	
Lozier 7 passenger touring car	550	
Thomas landaulet	400	
Maxwell landaulet	250	
Mitchell landaulet	375	
Atlas 2-ton truck	600	

Before buying, exchanging or selling your car consult us. If impossible to call, write for list and tell us what you want to buy, exchange, or sell for cash. The largest and most reliable AUTO BROKERS in the world.
1,587-1,589 BROADWAY, COR. 48TH ST., N. Y.

1911 Renault, 4-Toy tonneau, 25-35.
1910 Renault Touring, 35-50.
1910 Amplex, 7-passenger, Fore Door.
1910 Fiat, 15-20, Town Car.
1910 Lakewood Lozier, 4-46.
1909 Pierce-Arrow, 6-60.
1910 Locomobile, 30 Shaft Drive.
1910 Stearns, 15-30, Fore Door.
These cars are equipped with Self-Starters.
MOTOR CAR EXCHANGE,
250 West 54th St. Tel. 4511—Col.

1910 "50" Simplex, overhauled and done up like new; run only 5,000 miles; seven-passenger body and top.
1907 "50" Simplex, overhauled and put in fine order at only $1,400 to make room; this is a good car at a great bargain.
J. M. QUINBY & CO.,
Newark, N. J.
Also 1,706 Broadway, New York.

Cole 1911 four-door touring car; Cole 1911 torpedo toy tonneau; both in excellent condition; fully equipped; just overhauled and painted; easy terms if desired. Colt-Stratton Company, Broadway, at 68th St. Telephone 6,000 Columbus.

For Sale.—Fully equipped, good-paying garage; best location Essex County; concrete building, 54x300 feet, having agency for live car; stores 75 to 100 machines; price and terms reasonable. Economy Auto Supply Co., 268 Halsey St., Newark, N. J.

"BEST TEN."—Good, low-priced cars sold quickly; purchasers everywhere; reasonable selling charges; any car sold for 5 per cent. commission; fireproof building; no storage charges. Call, write, or telephone Rego Motor Co., 427 West 42d St. Bryant 2881.

Wanted—An electrical coupe or brougham, seating four passengers, including the operator; Edison battery preferred; previously used machine in good running order will be considered. Address Box Y 42 Times.

Handsome, large, light showroom, space for three cars and office, in heart of Automobile Row of Newark, N. J., to reliable concern. Economy Auto Supply Co., 268 Halsey St., Newark, N. J. Phone 8840 Market.

American Traveller, 1911; condition perfect; complete equipment, including extra rims and tires; car has not been used since last July; was purchased last April, $2,000.
American Locomotive Company, 1886 Broadway.

Stearns 1910, 30-60, with a special four-passenger torpedo body; just overhauled in the Stearns shop. Has a complete equipment; $1,750.
American Locomotive Company, 1886 Broadway.

Simplex, 1910, 4-50, with a very handsome 7-passenger touring body; overhauled in the Simplex shop last Summer; has not been used since; $2,500.
American Locomotive Company, 1886 Broadway.

Must sacrifice brand new 1912 E-M-F touring car, fully equipped, run but 100 miles; cost $1,250; will sell for $1,085 if taken at once. Mrs. J. Benjamin, Laurel, L. I.

Winton 1910, racing runabout, with two extra detachable tonneau; perfect; $1,250.
American Locomotive Company, 1886 Broadway.

Alcos, 1909-10-11, four and six cylinders, open and closed bodies, overhauled, repainted and guaranteed.
American Locomotive Company, 1886 Broadway.

Packard, 1910, model 18, with a handsome limousine body; in excellent condition; $2,000.
American Locomotive Company, 1886 Broadway.

Pierce-Arrow, 1909, 6-60, with limousine and touring bodies; overhauled and completely equipped.
American Locomotive Company, 1886 Broadway.

For sale, 1911 Velie, 5-passenger touring car, fully equipped; 40 H. P.; nearly new; owner needs money. 360 Cumberland St., Brooklyn.

Peerless motor car, 1909, 7 passengers; recently overhauled; in first-class condition. Apply Gotham Garage, 102 West 46th St.

A fine Chalmers limousine, 1911, 30 h. p., slightly used; guaranteed. K. C. Darling, 208 West 50th St.

Stoddard-Dayton, 1911, touring; fully equipped; good as new; bargain. Morris, 1,920 Broadway.

Thomas, 60 H. P., 7-passenger; fully equipped touring car; rebuilt; guaranteed. Thomas, 1,920 Broadway.

70 H. P., Big 6 Thomas touring; has been rebuilt and guaranteed. Thomas, 1,920 Broadway.

Landaulet body, cost $2,000, sell for $50, as storage space is needed. Thomas, 1,920 Broadway.

Thomas town car; refinished throughout; covered by new car guarantee. Thomas, 1,920 Broadway.

Chalmers 40, runabout; demountable rims; guaranteed. Thomas, 1,920 Broadway.

Thomas, rebuilt 1911 touring car; guaranteed; like new. Thomas, 1,920 Broadway.

Knox 1910 touring car; like new; sacrifice. Thomas, 1,920 Broadway.

Lozier limousine, with equipment; must sell; $600 this week. Thomas, 1,920 Broadway.

Welch 7-pass.; just the thing for livery work; $450. R. M. Owen Co., 1,759 Broadway.

Overland 1911, toy tonneau; fully equipped; $450. R. M. Owen Co., 1,759 Broadway.

Reo fore-door, slightly used; fully equipped; $600. Reo Co., 1,759 Broadway.

AUTOMOBILES FOR RENT.
Packards, open, closed, elegant 7-passengers, regular customers, $2.00-$4.50 hour; monthly, $200-$300; theatre, $4.00-$10.00. Murray Hill 91.

Beautiful, large, private appearing touring cars, $3.50 per hour; expert chauffeurs. Lamensdorf, Columbus 3580.

Packard touring, seven-passenger, day, week, month. Folliot Auto Co., 254 West 54th. Columbus—3422.

AUTOMOBILES WANTED.
Wanted—Peerless or Packard; 30; roadster; 4 model; prime condition; give details and price; no dealers. Cash, Box C 240 Times Downtown.

AUTOMOBILE STORAGE.
STORAGE AND SUPPLIES REASONABLE. PAUL'S FIREPROOF GARAGE, 165th St. and Jerome Av. Tel. 2948—Melrose.

PIERCE ARROW 1911 "48"
Close Coupled, seating 5; has been run very little; is in perfect condition and is guaranteed. Just refinished. Battleship Gray; all metal nickeled; an exceedingly desirable car. Also one 1911 "48," 7-passenger, touring; same condition. Now being assembled after painting. Ready April 20.
ELLIS MOTOR CAR CO.,
416 Central Ave., Newark.
Pierce-Arrow Dealers for New Jersey.

ROLL OF THE 1595 MISSING FROM THE TITANIC

The following list of those missing from the Titanic, revised from last reports from the Carpathia, contains only 913 actual names, but many more are accounted for in the steerage reports under the word "family." Still more of the victims in the steerage have not yet been named, and few, if any, of the names of the missing among the crew have been reported.

FIRST CABIN.

A.

ANDERSON, HARRY.
ALLISON, H. J.
ALLISON, Mrs., and maid.
ALLISON, Miss.
ANDREWS, THOMAS.
ARTAGAVOYTIA, Mr. RAMON.
ASTOR, Col. J. J., and servant.
ANDERSON, WALKER.

B.

BEATTIE, T.
BRANDIES, E.
Mrs. William Bucknell's maid.
BAUMANN, J.
BAXTER, Mr. and Mrs. QUIGG.
BJORNSTROM, H.
BIRNBAUM, JACOB.
BLACKWELL, S. W.
BOREBANK, J. J.
BOWDEN, Miss.
BRADY, JOHN B.
BREWE, ARTHUR J.
BUTT, Major A.

C.

CLARK, WALTER M.
CLIFFORD, GEORGE Q.
COLLEY, E. P.
CARDEZA, T. D. M., servant of.
CARDEZA, Mrs. J. W., maid of.
CARLSON, FRANK.
CASE, HOWARD B.
CORRAN, F. M.
CORRAN, J. P.
CHAFEE, Mr. H. L.
CHISHOLM, ROBERT.
COMPTON, A. T.
CRAFTON, JOHN B.
CROSBY, EDWARD G.
CUMINGS, JOHN BRADLEY.

D.

DAVIDSON, THORNTON.
DULLES, WILLIAM G.
DOUGLAS, W. D.
Nurse of DOUGLAS, Master R.

E.

EUSTIS, Miss E. M., may be reported saved as Miss ELLIS.
EVANS, Miss E.

F.

FORTUNE, MARK.
FOREMAN, B. L.
FORTUNE, CHARLES.
FRANKLIN, T. P.
FUTRELLE, J.

G.

GEE, ARTHUR.
GOLDENBERG, E. L.
GOLDSCHMIDT, G. B.
GREENFIELD, G. B.
GIGLIO, VICTOR.
GUGGENHEIM, BENJAMIN.

H.

Servant of HARPER, HENRY S.
HAYS, CHARLES M.
Maid of HAYS, Mrs. CHARLES M.
HEAD, CHRISTOPHER.
HILLIARD, H. H.
HOPKINS, W. F.
HOGENHEIM, Mrs. A.
HARRIS, HENRY B.
HARP, Mr. snd Mrs. CHARLES M.
HARP, Miss MARGARET, and maid.
HOYT, W. F.
HOLVERSON, A. M.

I.

ISHAM, Miss A. E.
Servant of J. BRUCE ISMAY.

J.

JULIAN, H. F.
JONES, C. C.

K.

KENT, EDWARD A.
KENYON, Mr. and Mrs. F. R., may be reported saved as KENCHEN and KENNYMAN.
KIMBALL, Mr. and Mrs. E. N., may be reported saved as Mr. and Mrs. E. KIMBERLEY.
KLOBER, HERMAN.

L.

LAMBERT, WILLIAMS.
LAWRENCE, ARTHUR.
LONG, MILTON.
LONGLEY, Miss G. F.
LEWY, E. G.
LINDSHOLM, J., may be reported saved as Mrs. SIGRID LINDSTROM.
LORING, J. H.
LINGREY, EDWARD.

M.

MAGUIRE, J. E.
McCAFFRY, T.
McCAFFRY, T., Jr.
McCARTHY, T., Jr.
MARVIN, D. W.
MIDDLETON, J. C.
MILLETT, FRANK D.
MINAHAN, Dr. and Mrs.
MARECHAL, PIERRE.
MEYER, EDGAR J.
MOLSON, H. M.
MOORE, C., servant.

N.

NATSCH, CHARLES.
NEWALL, Miss T.
NICHOLSON, A. S.

O.

OVIES, S.
OSTBY, E. C.
ORNOUT, ALFRED T.

P.

PARR, M. H. W.
PEARS, Mr. and Mrs. THOMAS.
PENASCO, Mr. VICTOR.
PARTNER, M. A.
PAYNE, V.
POND, FLORENCE, and maid.
PORTER, WALTER.

R.

REUCHLIN, J.
Maid of ROBERT, Mrs. E.
ROEBLING, WASHINGTON A., 2d.
ROOD, HUGH R.
ROES, J. HUGO.
Maid of Countess ROTHES.
ROTHSCHILD, M.
ROWE, ARTHUR.
RYERSON, A.

S.

SHUTES, Miss E. W., probably reported saved as Miss SHUTTER.
SILVEY, WILLIAM B.
Maid of Mrs. D. C. SPEDDEN.
SPEDEN, Master D., and nurse.
SPENCER, W. A.
STEAD, W. T.
STEHLI, Mr. and Mrs. MAX FROLISHER.
Maid of Mrs. GEORGE STONE.
STRAUS, Mr. and Mrs. ISIDOR.
SUTTON, FREDERICK.
SMART, JOHN M.
SMITH, CLINCH.
SMITH, R. W.
STEWART, A. A., may be reported saved as FREDERICK STEWART.
SMITH, L. P.

T.

TAUSSIG, Mrs. EMIL.
Maid of Mrs. THAYER.
THAYER, JOHN B.
THORNE, C.

V.

VANDERHOOF, WYCKOFF.

W.

WALKER, W. A.
WARREN, F. M.
WHITE, PERCIVAL A.
WHITE, RICHARD F.
WIDENER, G. D., and servant.
WIDENER, HARRY.
WOOD, Mr. and Mrs. FRANK P.
WEIR, J.
WICK, GEORGE D.
WILLIAMS, DUANE.
WRIGHT, GEORGE.

SECOND CABIN.

A.

ABELSON, SAMSON.
ANDREW, FRANK.
ASHBY, JOHN.
ALDWORTH, C.
ANDREW, EDGAR.

B.

BEACKEN, JAMES H.
BROWN, Mrs.
BANFIELD, FRED.
BEIGHT, NAIL.
BRAILY, Bandsman.
BREICOUX, Bandsman.
BAILEY, PERCY.
BAINBRIDGE, C. R.
BYLES, the Rev. THOMAS.
BEAUCHAMP, H. J.
BEESLEY, LAWRENCE.
BERG, Miss E.
BENTHAN, I.
BATEMAN, ROBERT J.
BUTLER, REGINALD.
BOTSFORD, HULL.
BOWEENER, SOLOMON.
BERRIMAN, WILLIAM.

C.

CLARKE, CHARLES.
CLARK, Bandsman.
COREY, Mrs.
CARTER, the Rev. ERNEST.
CARTER, Mrs.
COLERIDGE, REGINALD.
CHAPMAN, CHARLES.
CUNNINGHAM, ALFRED.
CAMPBELL, WILLIAM.
COLLYER, HARVEY.
CORBETT, Mrs. IRENE.
CHAPMAN, JOHN R.
CHAPMAN, Mrs. E.
COLANDER, ERIE.
COTTERILL, HARRY.
CHARLES, WILLIAM, probably reported saved as WILLIAM CHARLES.

D.

DEACON, PERCY.
DAVIS, CHARLES, may be reported saved as JOHN DAVIES.
DEBBEN, WILLIAM.
DE BRITS, JOSE.
DANBORNY, H.
DREW, JAMES.
DREW, Master M.
DAVID, Master J. W.
DURAN, Miss A.
DOUNTON, W. J.
DEL VARIO, S.
DEL VARIO, Mrs.

E.

ENANDER, INGVAR.
EITMILLER, G. F.

F.

FROST, A.
FYNNERY, Mr.
FAUNTHROPE, H.
FILLBROOK, C.
FUNK, ANNIE.
FAHLSTROM, A.
FOX, STANLEY N.

G.

GREENBERG, S.
GILES, RALPH.
GASKELL, ALFRED.
GILLESPI, WILLIAM.
GILBERT, WILLIAM.
GALL, HARRY.
GALL, S.
GILL, JOHN.
GILES, EDGAR.
GILES, FRED.
GALE, HARRY.
GALE, PHADRUCH.
GARVEY, LAWRENCE.

H.

HICKMAN, LEONARD.
HICKMAN, LEWIS.
HUME, bandsman.
HICKMAN, STANLEY.
HOOD, AMBROSE.
HODGES, HENRY P.
HART, BENJAMIN.
HARRIS, WALTER.
HARPER, JOHN.
HARPER, NINA.
HARBECK, W. H.
HOFFMAN, Mr.
HOFFMAN, child.
HOFFMAN, child.
HERMAN, Mrs. S.
HOWARD, B.
HOWARD, Mrs. E. T.
HALE, REGINALD.
HAMATAINEN, ANNA, and infant son, probably reported saved as ANNA HARNLIN.
HILUNEN, M.
HUNT, GEORGE.

J.

JACOBSON, Mr.
JACOBSON, Mrs.
JACOBSON, SYDNEY.
JEFFERY, CLIFFORD.
JEFFERY, ERNEST.
JENKIN, STEPHEN.
JARVIS, JOHN D.

K.

KEANE, DANIEL.
KIRKLAND, Rev. C.
KARNES, Mrs. F. G.
KEYNALDO, Miss.
KRILLNER, J. H.
KRINS, bandsman.
KARINES, Mrs.
KANTAR, SELNA.
KANTAR, Mrs., probably reported saved as MIRIAM KANTON.
KNIGHT, R.

L.

LENGAM, JOHN.
LEVY, P. J.
LAHTIGAN, WILLIAM.
LAUCH, CHARLES.
LEYSON, R. W. N.
LAROCHE, JOSEPH.
LAMB, J. J.

M.

McKANE, PETER.
MILLING, JACOB.
MANTVILLE, JOSEPH.
MALACHARD, NOLL, may be reported saved as Mme. MELICARD.
MORAWECK, Dr.
MANGIOVACCLI, E.
McCRAE, ARTHUR G.
McCRIE, JAMES M.
McKANE, PETER D.
MUDD, THOMAS.
MACK, MARY.
MARSHALL, HENRY.
MATBERG, FRANK H.
MEYER, AUGUST.
MYLES, THOMAS.
MITCHELL, HENRY.
MATTHEWS, W. J.

N.

NESSEN, ISRAEL.
NICHOLLS, JOSEPH C.
NORMAN, ROBERT D.
NASSER, NICHOLAS; may be reported saved as Mrs. Nasser.

O.

OTTEO, RICHARD.

P.

PHILLIPS, ROBERT.
PONESELL, MARTIN; may be reported saved as M. F. POSOSONS.
PAIN, Dr. ALFRED.
PARKES, FRANK.
PENGELLY, F.
PERNOT, RENE.
PERUSCHITZ, Rev.
PARKER, CLIFFORD.
PULBAUM, FRANK.

R.

ROGERS, GETINA, probably reported saved as Miss ELIZA ROGERS.
RENOUF, PETER E.
ROGERS, HARRY.
REEVES, DAVID.

S.

SLEMEN, R. J.
SJOBERG, HAYDEN.
SLATTER, Miss H. M.
STANTON, WARD.
SINKKONEN, ANNA, probably reported saved as ANNA SINKKANCA.
SWORD, HANS K.
STOKES, PHILIP J.
SHARP, PERCIVAL.
SEDGWICK, Mr.
SMITH, AUGUSTUS.
SWEET, GEORGE.
SJOSTEDT, ERNST.

T.

TOOMEY, ELLEN, may be reported saved as ELLEN FORMERY.
TAYLOR, Bandman.
TURPIN, WILLIAM J.
TURPIN, Mrs. DOROTHY.
TURNER, JOHN H.
TROUNEANSKY, M.
TERVAN, Mrs. A.
TRANT, Mrs. JESSE, probably reported saved as Mrs. JESSE TRAUT.

V.

VEALE, JAMES.

W.

WILHELM, CHARLES, probably reported saved as CHARLES WILLIAMS.
WATSON, E.
WOODWARD, Bandman.
WARE, WILLIAM C.
WEIZ, LEOPOLD.
WHEADON, EDWARD.
WARE, JOHN J.
WARE, Mrs., may be reported saved as Miss FLORENCE MARE.
WEST, E. ARTHUR.
WHEELER, EDWIN.
WENMAN, SAMUEL.

THIRD CLASS—STEERAGE.

A.

ALLUM, OWEN.
ALEXANDER, WILLIAM.
ADAMS, J.
ALFRED, EVAN.
ALLEN, WILLIAM.
AKAR, NOUREALAIN.
ASSAD, SAID.
ALICE, AGNES.
ABBING, ANTHONY.
AKS, TILLY.
ATTALA, MALAKKA.
AYONT, BANCURA.
AHMED, ALI.
ALHOMAKI, ILMARI.
ALI, WILLIAM.
ANDERS, GUSTAFSON.
ASSAM, ALI.
ASIN, ADOLA.
ANDERSON, ALBERT.
ANDERSSON, IDA.
ANDERSON, THOR.
ARONSON, ERNEST.
AHLIN, JOHANNA.
ANDERSON, ANDERS, and family.
ANDERSON, CARL.
ANDERSON, SAMUEL.
ANDRESSEN, PAUL.
AUGUSTAN, ALBERT.
ABELSETT, OLAI.
ADELSETH, KAREN.
ADOLF, HUMBLIN.
ANDERSON, ERNA.
ANGHELOFF, MINKO.
ARNOLD, JOSEF.
ARNOLD, JOSEPHINE.
ASPLUND, JOHAN.

B.

BRAUN, LEWIS.
BRAUN, OWEN.
BOWEN, DAVID.
BEAVAN, W.
BACHINI, ZABOUR.
BELMENTOY, HASSEF.
BADT, MOHAMET.
BETROS, YAZBECK.
BARRY, ——.
BUCKLEY, KATHERINE.
BURKE, JEREMIAH.
BARTON, DAVID.
BROCKLEBANK, WILLIAM.
BILLIARD, A., and two children.
BONTOS, HANNA.
BACCOS, BOULOS.
BEXROUS, TANNOUS.
BURKE, JOHN.
BURKE, KATHERINE.
BURKE, MARY.
BURNS, MARY.
BERGLIND, IVAR.
BALKIC, CERIN.
BROBEK, CARL.
BACKSTROM, KARL.
BOSTANDYEFF, CUENTCHE.
BENSON, JOHN.
BERGLUND, HANS.
BJORKLAND, ERNEST.

C.

CAN, ERNEST.
CREASE, ERNEST.
COHETT, GURSHON.
COUTTS, WINNIE, and two children.
CRIBB, JOHN.
CRIBB, ALICE C.
CATAVELAS, VASSILIOS.
CARAM, CATHERINE.
CANNAVAN, P.
CARR, JENNY.
CHARTENS, DAVID.
CONLIN, THOMAS.
CELLOTI, FRANCESCO.
CHRISTMANN, EMIL.
COXON, DANIEL.
CORN, HARRY.
CARVER, A.
COOK, JACOB.
CHIP, CHANG.
CHANINI, GEORGES.
CHRONOPOLOUS, DEMETRIS.
CONNAGHTON, M.
CONNORS, P.
CARLS, ANDERSON.
CARLSSON, AUGUST.
COELHE, DOMINGO.
CARLSON, CARL.
COLEFF, SOTIE.
COLEFF, PEYE.
COR, IVAN, and family.
CALIC, MANDA.
CALIC, PETER.
CRESKOSIC, LUKA.
CACIC, GEGO.
CACIC, LUKA.
CACIC, TARIA.
CARLSON, JULIUS.
CRESCOVIC, MARIA.

D.

DUGEMIN, JOSEPH.
DEAN, BERTRAM.
DORKINGS, EDWARD.
DENNIS, SAMUEL.
DENNIS, WILLIAM.
DRAZENOVIC, JOSEF.
DAHER, SHEDID.
DALY, EUGENE.
DWAR, FRANK.
DAVIES, JOHN.
DOWDELL, E.
DAVISON, THOMAS.
DAVISON, MARY.
DAHL, CHARLES.
DRAPKIN, JENNIE.
DONAHUE, BERT.
DOYLE, ELLEN.
DWYER, TILLIE.
DAKIC, BRANKO.
DANOFF, YOTO.
DANTCHOFF, CHRISTO.
DENKOFF, MITTO.
DINTCHEFF, VALTCHO.
DEDALIC, REGZO.
DAHLBERG, GERDA.
DEMOSSEMACKER, EMMA.
DEMOSSEMACKER, GUILLAUME.
DIMIC, JOVAN.
DAHL, MAURITZ.
DALBOM, ERNST, and family.
DYKER, ADOLPH.
DYKER, ELIZABETH.

E.

EVERETT, THOMAS.
EMPUEL, ETHEL.
ELSBURY, JAMES.
ELIAS, JOSEPH.
ELIAS, JOSEPH.
ELIAS, HANNA.
ELIAS, FOOFA.
EMMET, THOMAS.
ECIMOSIC, JOSO.
EDWARDSON, GUSTAVE.
EKLUND, HANS.
EKSTROM, JOHAN.

F.

FORD, ARTHUR.
FORD, MARGARET, and family.
FRANKLIN, CHARLES.
FOO, CHEONG.
FARRELL, JAMES.
FLYNN, JAMES.
FLYNN, JOHN.
FOLEY, JOSEPH.
FOLEY, WILLIAM.
FINOTE, LINGI.
FISCHER, EBERHARD.

G.

GOODWIN, F., and family.
GOLDSMITH, FRANK, and family.
GREEN, GEORGE.
GUEST, FRANK.
GARFIRTH, JOHN.
GILLINSKI, LESLIE.
GHEORGEFF, STANO.
GHEMAT, EMAR.
GERIOS, YOUSSEF.
GERIOS, ASSAF.
GHALIL, SAAL.
GALLAGHER, MARTIN.
GANAVAN, MARY.
GLINAGH, KATIE.
GLYNN, MARY.
GRONNESTAD, DANIEL.
GUSTAFSCH, GIDEON.
GOLDSMITH, NATHAN.
GONCALVES, MANCEL.
GUSTAFSON, JOHAN.
GRAF, ELIN.
GUSTAFSON, ALFRED.

H.

HYMAN, ABRAHAM.
HARKNETT, ALICE.
HANE, YOUSSEF, and two children.
HAGGENDON, KATE.
HAGGERTY, NORA.
HART, HENRY.
HOWARD, MAY.
HARMER, ABRAHAM.
HACHINI, NAJIB.
HELENE, EUGENE.
HEALY, NORA.
HENERY, DELLA.
HEMMING, NORA.
HANSEN, CLAUS.
HANSEN, ANNY.
HEININAN, WENDLA.
HERVONEN, HELGA, and child.
HAAS, ALAISA.
HAKKURAINEN, ELIN.
HAKKURAINEN, PEKKA.
HANKOMEN, ELUNA.
HANSEN, HENRY.
HENDEKOVIC, IGNAZ.
HICKKINEN, LAINA.
HOLM, JOHN.
HADMAN, OSCAR.
HAGLUND, CONRAD.
HAGLUND, INGVALD.
HENRIKSSON, JENNY.
HILLSTROM, HILDA.
HOLTEN, JOHAN.

I.

ING, HEN.
IEMENEN, MANTA.
ILMAKANGAS, PISTA.
ILMAKANGAS, IDA.
ILIEFF, KRISTE.
ILIEFF, YLIO.
IVANOFF, KANIE.

J.

JOHNSON, A., and family.
JAMILA, NICOLA, and child.
JENYMIN, ANNIE.
JOHNSTONE, W.
JOSEPH, MARY.
JEANNASR, HANNA.
JOHANNESSEN, BERDT.
JOHANNESSEN, ELIAS.
JOHANSEN, NILS.
JOHANSON, OSCAR.
JOHANSSON, GUSTAV.
JOHKOFF, LAZER.
JOHNSON, ELIS, and family.
JOHNSON, JAKOB.
JOHNSSON, NILS.
JANSEN, CARL.
JARDIN, JOSE.
JENSEN, HANS.
JOHANSSON, ERIC.
JUSSILA, ERIC.
JUTEL, HENRY.
JOHNSSON, CARL.
JUSILA, KATRINA.
JUSILA, MARIA.

K.

KEEFE, ARTHUR.
KASSEN, HOUSSEIN.
KARUM, FRANZ, and child.
KELLY, ANNA.
KELLY, JAMES.
KENNEDY, JOHN.
KERANE, ANDY.
KELLEY, JAMES.
KEENI, FAHIM.
KHALIL, LAHIA.
KIERNAN, PHILIP.
KIERNAN, JOHN.
KILGANNON, THEODORE.
KAKIC, TIDO.
KARAJIS, MILAN.
KARKSON, EINAR.
KALVIG, JOHANNES.
KING, VINCENZ, and family.
KALLIO, NIKOLAI.
KARLSON, NILS.
KLASSON, KLARA, and two children.

L.

LOVELL, JOHN.
LOB, WILLIAM.
LOBB, CORDELIA.
LESTER, JAMES.
LITHMAN, SIMON.
LEONARD, I.
LEMBEROPOLOUS, P.
LAKARIAN, ORSEN.
LANE, PATRICK.
LENNON, DENNIS.
LAM, AH.
LAM, LEN.
LANG, FANG.
LING, LEE.
LOCKYER, EDWARD.
LATIFE, MARIA.
LENNON, MARY.
LINEHAN, MICHAEL.
LEINENEN, ANTTI.
LINDELL, EDWARD.
LINDELL, ELIN.
LINDQVIST, VINE.
LARSON, VIKTOR.
LEFEBRE, FRANCES, and family.
LINDBLOM, AUGUST.
LULIC, NICOLA.
LUNDAL, HANS.
LUNDSTROM, JAN.
LYNTAKOFF, STANKE.
LANDEGREN, AURORA.
LAITINEN, SOFIA.
LARSSON, BENGT.
LASSON, EDWARD.
LINDAHL, ANNA.
LUNDIN, OLGA.

M.

MOORE, LEONARD.
MACKAY, GEORGE.
MEEK, ANNIE.
MIKALSEN, SANDER.
MILES, FRANK.
MILES, FREDERICK.
MORLEY, WILLIAM.
McNAMEE, NEAL.
McNAMEE, ELLEN.
MEANWELL, MARIAN.
MEO, ALFONSO.
MAISNER, SIMON.
MURDLIN, JOSEPH.
MOOR, BELLE.
MOOR, MEIER.
MARIA, JOSEPH.
MANTOUR, MOUSEA.
MONCAREK, OMINE, and two children.
MUSTAFA, NASR.
MIKE, ANNA.
MUSTMANS, FATINA.
MARTIN, JOHAN.
MALINOFF, NICOLA.
McCOY, BRIDGET.
McELROY, MICHAEL.
McGOWAN, KATHERINE.
McMAHON, ——.
McMAHON, MARTIN.
MADIGAN, MAGGIE.
MANION, MARGARET.
MECHAN, JOHN.
MOCKLARE, ELLIS.
MORAN, JAMES.
MULVIHILL, BERTHA.
MURPHY, KATE.
MIKANEN, JOHN.
MELKEBUK, PHILEMON.
MERMS, LEON.
MIDTSJO, CARL.
MYHRMAN, OLIVER.
MYSTER, ANNA.
MAKINEN, KALE.
MARKOFF, MARTIN.
MARINKO, DIMITRI.
MINEFF, IVAN.
MINKOFF, IAZAR.
MIRKO, DIKA.
MITKOFF, NITTO.
MOEN, SIGURD.

N.

NANCARROR, WILLIAM.
NOMAGH, ROBERT.
NAKLE, TROTIK.
NAKED, MARIA.
NOSWORTHY, RICHARD.
NAUGHTON, HANNAH.
NOREL, MANSEUR.
NIELS, ——.
NILLSON, HERTA.
NYOVEN, JOHAN.
NAIDENOFF, PENKE.
NANKOFF, MINKO.
NEDELIC, PETROFF.
NENKOFF, CHRISTE.
NILSON, AUGUST.
NIRVA, ISAK.
NANDEWALLE, NESTOR.

O.

O'BRIEN, DENNIS.
O'BRIEN, HANNA.
O'BRIEN, THOMAS.
O'DONNELL, PATRICK.
ODELE, CATHERINE.
O'CONNOR, PATRICK.
O'KEEFE, PATRICK.
O'NEILL, BRIDGET.
ORTIN, AMIN.
ODAHL, MARTIN.
OLMAN, VELIN.
OLSEN, HENRY.
OLMAN, MARA.
OLSEN, ELIDE.
OLSEN, CARL.
OLSEN, OLE.
OLSON, ELIN.
OLSON, JOHN.
ORESCOVIC, TEKO.

P.

PEDRUZZI, JOSEPH.
PERKIN, JOHN.
PEARCE, ERNEST.
PEACOCK, TREESTEALL, and two children.
POTCHETT, GEORGE.
PETERSON, MARIUS.
PETERS, KATIE.
PAULSSON, ALMA, and family.
PANULA, MARI, and family.
PEKONAMI, E.
PELTOMAKI, MIHELDI.
PACRUIC, MATE.
PACRUIC, TAMO.
PASTCHE, PETROFF.
PLETCHARSKY, VASIL.
PALOVIC, VTEFO.
PETRANEC, MATILDA.
PERSON, ERNEST.
PASIC, JACOB.
PLANKE, JULES.
PETERSON, ELLEN.
PETERSON, OLAF.
PETERSON, WOHN.

R.

ROUSE, RICHARD.
RUSH, ALFRED.
ROGERS, WILLIAM.
REYNOLDS, HAROLD.
RIORDAN, HANNAH.
RYAN, EDWARD.
RAINCH, RAZI.
ROUFOUL, APOSETUN.
READ, JAMES.
ROBINS, ALEXANDER.
ROBINS, CHARITY.
RISIAN, SAMUEL.
RISIAN, EMMA.
RUNNESTVET, KRISTIAN.
RANDEFF, ALEXANDRE.
RINTAMAKI, MATTI.
ROSBLON, HELEN, and family.
RIDEGAIN, CHARLES.

S.

SADOWITZ, HARRY.
SAUNDERCOCK, W.
SHELLARK, FREDERICK.
SAGE, JOHN, and family.
SAWYER, FREDERICK.
SPINNER, HENRY.
SHORNEY, CHARLES.
SARKIS, LAHOUND.
SULTANI, MEME.
STANKOVIC, JAVAN.
SALINI, ANTONI.
SEMAN, BETROS.
SADLIER, MATT.
SCANLON, JAMES.
SHAUGHNESSAY, P.
SIMMONS, JOHN.
SEROTA, MAURICE.
SOMERTON, F.
SLOCOVSKI, SELMEN.
SUTCHALL, HENRY.
SATHER, SIMON.
STOREY, T.
SPECTOR, WOOLF.
SIRAYAMAN, PETER.
SAMAAN, JOUSEEF.
SAIIDE, BARBARA.
SAAD, DIVO.
SARKIS, MADIRESIAN.
SHINE, ELLEN.
SULLIVAN, BRIDGET.
SALANDER, CARL.
SEPELELANAKER, ALFONS.
SKOG, WILLIAM, and family.
SOLVANG, LENA.
STRANBERG, IDA.
STRILIK, IVAN.
SALONEN, FERNER.
SIVIC, HUSEN.
SVENSON, OLA.
SVENST, ——.
SANDMAN, MOHAN.
SALJILSVICK, ANNA.
SCHELP, PETER.
SIHVOLA, ANTTI.
SLABENOFF, PETER.
STANEFF, IVAN.
STOYTCHO, MIKOFF.
STOYTEHOFF, ILIA.
SYDCOFF, TODOR.
SANDSTROM, AGNES, and two children.
SHEERLINCH, JOAN.
SMILJANIK, MILE.
STROM, ELMA, and child.
SVENSSON, JOHN.
SWENSSON, EDWIN.

T.

TOBIN, ROGER.
THOMSON, ALEX.
THEOBALD, THOMAS.
TOMLIN, ERNEST.
THORNEYCROFT, P.
THORNEYCROFT, F.
TORBER, ERNEST.
TREMBISKY, BERK.
TILLEY, EDWARD.
TAMINI, HILION.
TANNANS, DAPER.
THOMAS, JOHN.
THOMAS, CHARLES.
THOMAS, TANNOUS.
TUMIN, THOMAS, and infant.
TIKKANEN, JUHO.
TONGLIN, GUNNER.
TUROIN, STEFAN.
TURGO, ANNA.
TEDOREFF, IALIE.

U.

USHER, HAULMER.
UZELAS, JOSE.

V.

VANDER and family.
VERERUYSSE, VICTOR.
VJOBLON, ANNA.
VACLENS, ADULLE.
VANDERSTEEN, LEO.
VANIMPS, JACOB, and family.
VATDEVEHDE, JOSEP.

W.

WILLIAMS, HARRY.
WILLIAMS, LESLIE.
WARE, FREDERICK.
WARREN, CHARLES.
WAIKA, SAID.
WAZLI, JOUSEF.
WISEMAN, PHILIP.
WERBER, JAMES.
WINDELOR, EINAR.
WELLER, EDWARD.
WENNERSTROM, AUGUST.
WENDAL, OLAF.
WISTROM, HANS.
WIKLUND, JACOB.
WIKLUND, CARL.
WENZEL, ZINHART.
WIRZ, ALBERT.
WITTEWRONGEL, CAMILLE.

Y.

YOUSSEF, BRAHIM.
YALSEVAC, IVAN.

Z.

ZAKARIAN, MAPRI.
ZIEVENS, RENE.
ZIMMERMAN, LEO.

STATEMENT ISSUED BY THE SURVIVORS

Rescued Formally Denounce Steamship Lines for a Lack of Lifeboats.

GIVE ACTUAL TIME OF CRASH

Carpathia Picked Up Distress Call Twenty Minutes After the Titanic Struck Huge Iceberg.

The following statement issued by a committee of the surviving passengers was given to the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

"On Sunday, April 14, 1912, at about 11:40 P. M., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision.

"Steps were taken to ascertain the damage and safe the passengers and ship. Orders were given to put on life belts and the boats were lowered.

"The ship sank at about 2:20 A. M., Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship.

"Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers, and crew gave up gladly their staterooms, clothing, and comforts for our benefit—all honor to them.

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats: Fourteen large lifeboats, two smaller boats, and four collapsible boats. Life preservers were accessible and apparently in sufficent number for all on board.

"The approximate number or passengers carried at the time of the collision was:

"First class, 330; second class, 320; third class, 750—total, 1,400; officers and crew, 940; total, 2,340.

"Of the foregoing about the following were rescued by the steamship Carpathia:

"First class, 210; second class, 125; third class, 200; officers, 4; seamen, 30; stewards, 96; firemen, 71; total, 210 of the crew. The total, about 775, saved (the figures foot up 755) was about 80 per cent. of the maximum capacity of the lifeboats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of lifeboat crafts, &c.; lack of trained seamen to man the same, (stokers, stewards, &c., are not efficient boat handlers;) not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats; absence of searchlights.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat dock was about seventy-five feet above the water, and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold.

"Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, &c. Lifesaving boat drills should be more frequent, and thoroughly carried out, and officers should be armed at boat drills. Greater reduction in speed in fog and ice, as damage if collision actually occurs, is liable to be less.

"In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea; and we urge the United States Government to take the initiative as soon as possible."

The statement was signed by Samuel Goldenberg, Chairman, and a committee of twenty-five passengers.

LLOYD'S NOT VICTIMIZED.

Report as to Effect of Withholding of Titanic News Is Denied.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, Friday, April 19.—Whatever was the reason for keeping back the news of the loss of the Titanic until 7 P. M. on Monday, nobody can be found at Lloyds who entertains for a moment the idea that it had anything to do with the question of reinsurance.

"Such a suggestion is preposterous," said a member of the firm of Willis Faber & Co., insurance brokers, who had the placing of the Titanic insurance for the White Star Line. "In the first place, I don't believe the White Star Company did withhold the news, and, if this should be proved, it had nothing to do with the question of reinsurance, for without a shadow of doubt there was not a single bit of business done at Lloyds on Monday for the White Star on account of the Titanic.

"As a matter of fact, the whole of Monday's Titanic business amounted to almost nothing."

The story of the safety of the Titanic is reported here to have emanated from the New York office of the White Star Line. The broker quoted said he did not believe this, but he admitted that it was a matter for investigation, although he did not see what action Lloyds could take unless it could be proved that business was done on Monday for the White Star Company.

Numerous other members of Lloyds expressed similar views, agreeing that it was impossible that the question of insurance had anything to do with the withholding of the news.

THOSE WHO SAW THE RESCUE.

Carpathia's Passengers, Who Were Bound for Mediterranean, Back.

The passengers on the Carpathia, whose trip to the Mediterranean was interrupted to aid those saved from the Titanic, are:

Rev. R. B. Anderson, Baltimore, Mr.
Mr. J. A. Badenock, Brooklyn, N. Y.

REVISED LIST OF SURVIVORS.

A.

ABELSON, Miss HANNAH.
ABBOTT, ROSE.
ALDERSON, ——.
ALLEN, Miss E. W.
ALLISON, Master, and nurse.
ANDERSON, HARRY.
ANDREWS, CORNELIA I.
ANGLE, Mr. and Mrs. WILLIAM.
APPLETON, Mrs. E. W.
ARDEN, GEORGE.
ASTOR, Mrs. JOHN JACOB, and maid.
APPIERENAULT, Miss, may be Miss APPIE RENAULT.
AUBERT, Mrs. N.
ANDERSON, EDNA.
ASSIM, MARIANA.
ASPLUND, FELIX.
ASPLUND, SELMA.
AKLESEP, ABELSEPH.
AKS, LEAH.
AKS, TILLY.
ASPLUND, LILLIAN.
ABRIHAMSON, AUGUST.
ALOUN, BEDNOURA.
ASPLUND, CHARLES.

B.

BALLS, ADA E.
BARKWORTH, Mrs. A. H.
BARRATT, KARL.
BASSINA, Miss A.
BLACKWORTH, A. H.
BAXTER, Mrs. JAMES.
BRAYTON, GEORGE.
BAYS, Miss MARGARET.
BEALE, or BEANE, EDWARD.
BEANE, Mrs. ETHEL.
BECKER, or BEIKER, Mrs. ALLEN.
BECKER, or BEIKER, RICHARD.
BECKER, or BEIKER, RUTH.
BECKER, or BEIKER, Miss MARY.
BECKWITH, Mr. and Mrs. R. L.
BEHR, KARL H.
BENTHAM, Miss LILLIAN.
BESSETTE, Miss.
BRIGHT, DAISY.
BEIGHT, Miss DAGMAR, may be Miss DAGMAR BRYL, may be DAISY BRIGHT.
BISHOP, Mr. and Mrs. D. H.
BLANK, HENRY.
BONNELL, Miss C.
BONNELL, Miss LILY.
BOWEN, Miss G. C.
BOWERMAN, Miss ELSIE.
BRAHAM, Mrs.
BROWN, Mrs. J. J.
BROWN, Mrs. J. M.
BROWN, Miss EDITH.
BROWN, MILDRED.
BROWN, T. W. S.
BUCKNELL, Mrs. WILLIAM.
BURNS, Miss C. M., (Mrs. G. M. Burns?)
BUSS, Miss K.
BYSTROM, Mrs. KAROLINE.
BARLSON, EINARE.
BATMAN, EMILY.
BACKSTROM, MARIA.
BRADLEY, BRIDGET.
BUCKLEY, DANIEL.
BING, LEE.
BOKLIN, MARIE.
BOKLIN, EUGENE.
BOKLIN, HALINE.
BOKLIN, LATEFE.

C.

CALDERHEAD, Miss E. P.
CALDWELL, ALBERT.
CALDWELL, ALDEN.
CALDWELL, Miss or Mrs. SYLVIA.
CAMERON, Miss C.
CANDER, Mrs. CHURCHILL.
CARDEZA, Mrs. J. W.
CARDEZA, THOMAS.
CAMERION, KENARDO.
CARMACIONE, Mr. and Mrs. RINALDO.
CARTER, Miss LUCILLE.
CARTER, Master WILLIAM.
CARTER, Mr. and Mrs. W. E.
CARSIDE, Miss ETHEL, or Miss ETHEL GARSIDE.
CASSEBERE, Mrs. D. D., (Mr. and Mrs. H. A. CASEBERE on passenger list.)
CAVENDISH, Mr. and Mrs. TURRELL, and maid.
CHAFFEE, Mrs. H. F.
CHAMBERS, Mr. and Mrs. N. C.
CHARLTON, W. M.
CHANDANSON, Miss VICTORINE.
CHERRY, Miss GLADYS.
CHEVRE, PAUL.
CHIBINACE, Mrs. B., or Mrs. E. M. CHIBNALL.
CHRISTIE, Miss JULIA.
CHRISTIER, M. J.
CHISTY, Mrs. ALICE.
CLARK, Mrs. Ada.
CLARKE, Mrs. W. M.
COLLET, STUART.
COLLYER, Mrs. CHARLOTTE.
COLLYER, Miss MARJORIE.
COMPTON, Mrs. A. T., and daughter.
CORNELL, Mrs. ROBERT C.
CROSBY, Miss E. G., (Mrs. E. G. Crosby?)
CROSSBIE, Miss H. E., (Miss Helen Crosby?)
CUMMINGS, Miss, (Mrs. J. Cummings?)
CHARLES, JOHN.
CARR, ELLEN.
CASEM, BOYAM.
CASEM, NASSIF.
COHN, GUS.
CONNOLLY, KATIE.
CONTO, MINNIE.
CONTO, NEVELLE.
CONTO, WILL.
CRIBB, L. M.
CHURCHSON, JOHN.
CROFT, HEDWIG.

D.

DANIELS, Miss MARY.
DANIEL, Miss SARAH.
DANIEL, ROBERT W.
DANIELL, H. HAREN.
DANZER, Mrs. MARY.
DAVIDSON, Miss MARY.
DAVIDSON, Mrs. THORNTON.
DARRAN, MAY, (not on passenger list.)
DAVIES, JOHN, may be CHARLES DAVIES.
DAVIS, Miss AGNES.
DAVIS, Miss MARY.
DEYSTROM, CAROLINE, (not on passenger list.)
DESSETTE, Miss, or Miss BESSETTE.
DEVILLIERS, Mme. B.
DIANODELMN, DELIA.
DICK, Mr. and Mrs. A. A.
DODGE, Mr. and Mrs. WASHINGTON, and son.
DODGE, Miss SARAH.
DOLING, Mrs. ADA.
DOLING, Miss ELSIE.
DOUGLAS, Mrs. F. C.
DOUGLAS, Mr. and Mrs. ROBERT.
DOUGLAS, Mrs. W.
DOUGLAS, Mrs. WALTER.
DOYT, AGNES, (or Mrs. A. A. Dick.)
DRACHENSTED, ALFRED.
DREW, LULU.
DRISCOLL, Mrs. B., may be Miss B. GRISCOLL.
DURAN, Miss FLORENTINE.
DURANTE, LENORA ASUNCION.
DALY, CHARLES.
DALY, MARSOLA.
DALY, P. D.
DEAN, Mrs. ETTIE, and two children.
DEMUER, THEODORE.
DEVANEY, MARGARET.
DRIDGED, ROSE.

E.

EARNSHAW, Mrs. BOUTON.
ELDEGREK, LEONCH.
ELLIS, Miss, may be Miss E. M. EUSTIS.
ENDRES, Mrs. CAROLINE.

F.

FANDAUGH, Mrs. ELIZABETH.
FAUNTHROPE, ELIZABETH.
FLAGENHEIM, Miss ANTOINETTE.
FLYNN, J.
FORMERY, Miss ELAINE, may be Miss ELLEN POMEROY or TOOMEY.
FORTUNE, Miss ETHEL.
FORTUNE, Miss ALICE.
FORTUNE, Miss MABEL.
FORTUNE, Mrs. MARK.
FOURQUIERE, ELAINE.
FRANCATELLI, Miss.
FRAUENTHAL, Dr. and Mrs. HENRY W.
FRAUENTHAL, Mr. and Mrs. T. G.
FROLICHER, Miss MARGARET.
FUTRELLE, Mrs. JACQUES E.

G.

GENOVESE, ARGENE.
GERRCIE, Mrs. MARY.
GIBSON, Miss DOROTHY.
GIBSON, Mrs. LEONARD.
GOLDENBERG, Miss ELLA, or Mrs. E. L. GOLDENBERG.
GOLDENBERG, Mrs. SAMUEL.
GOOGHT, JAMES.
GORDON, Lady DUFF.
GORDON, Sir COSMO DUFF.
GORVAN, Miss ANNA.
GRACIE, Col. ARCHIBALD.
GRAHAM, Miss MARGARET R.
GRAHAM, Mr. and Mrs. WILLIAM G.
GREENFIELD, WILLIAM, probably G. B. GREENFIELD.
GREENFIELD, Mrs. LEE D.
GREENFIELD, Miss LEE.
GRISCOLL, Miss B., may be Mrs. B. DRISCOLL.
GARSIDE, Miss ETHEL, may be Miss ETHEL CARSIDE or GURSIDE.
GUBULAKET, SANUKA.

H.

HALL, Mrs., probably Mrs. MARSHALL.
HAMALANIAN, H.
HAMALANIAN, W.
HANSON, Miss JENNIE.
HANWAKAN, (?)
HAUSSIG, MILES, may be EMIL TAUSSIG.
HARDER, Mr. and Mrs. G. A.
HARLIN, ANNA, and child, probably.
HAMATINEN, ANNA, and infant son.
HARPER, Mr. and Mrs. HENRY S., and servant.
HARPER, NANCY or NINA.
HARRIS, GEORGE.
HARRIS, Mrs. HENRY B.
HART, Mrs. ESTHER, or Miss EVA HART.
HASSENS, Mr.
HAVEN, H.
HAWKSFORD, W. J.
HAWLEY, Mrs. Anna, and child.
HAYS, Miss MARGARET.
HAYS, Mrs. CHARLES M.
HEALY, Miss NORAH, or Miss NORA SEALY.
HERMAN, Mrs. ALICE.
HERMAN, Mrs. JANE.
HERMAN, Miss KATE.
HENRY, Mr. and Mrs. L.
HEWLETT, Miss MARY.
HINON, Mrs. JAMES.
HOCKING, Mr. and Mrs. GEORGE.
HOCKING, Miss ELIZA.
HOCKING, Miss NELLIE.
HOGEBOOM, Mrs. J. C.
HOLD, Miss ANNA, or Miss J. A. HOLD.
HOLD, STEPHEN.
HOPE, Miss MINA, may be Miss NINA HARPER.
HOLVERSON, Mrs. ALEX.
HOMER, HENRY R., or H. R. HORNER, or Mrs. HORNER.
HONONS, H.
HOOPER, Mrs. W. A.
HIPPACH, Mrs. IDA S.
HIPPACH, Miss JEAN.
HIN CHING.
HOYT, Mr. and Mrs. FRED M.

I.

ISMAY, J. BRUCE.
ILLET, BERTHA.

J.

JERWAN, MARY.
JACKSON, Mrs. AMY.
JULIET, Miss L., may be J. LAROCHE or wife.
JOBLORN, S.
JONES, WILLIAM.

K.

KANTON,, MARIAN, probably Mrs. KANTAR.
KEAN, Miss NORA.
KELLY, Miss FANNY.
KENCHEN, Miss EMILIE, may be Mrs. F. R. KENYON.
KENNYMAN, Mrs. F. A., may be F. R. KENYON.
KIMBERLEY, Mr. and Mrs. EDWARD, may be Mr. and Mrs. E. N. KIMBALL.
KIRORA, KRIKOREAN.
KOLSBOTTEL, ANNA.
KESORNEY, ANNA.
KARLSON, EINER.
KRIGESNE, JOSEPH.

L.

LAMORE, Mrs. ELIZABETH, may be AMELIA LAMORE or ELIZABETH LENORE.
LAROCHE, JULIET.
LAROCHE, Mrs. JOSEPH.
LAROCHE, Miss LOUISE.
LAROCHE, SIMONE.
LAVORY, Miss BERTHA.
LEACH, JESSIE W., or JESSIE W. LEITCH, or Mrs. JESSIE W. SEITCH.
LEADER, Mrs. A. F.
LEHMAN, Miss BERTHA.
LESNEUR, GUSTAVE J., Jr.
LINDSTROM, Mrs. SIGRID, may be Mrs. T. LINDSTROM, or J. LINDSHOLM.
LINKKANCA, Miss ANNA, or LIUKAUCA, probably HANNA SINKKONER.
LINES, Mrs. ERNEST.
LINES, Miss M. C.
LOLLSTT, Mme.
LOUCH, Mrs. ALEXANDER.
LONGLEY, Miss G. F.
LUDGUIS, AING.
LARS, ELONACH.
LEARY, NORA.

M.

McCARTHY, KATIE.
McDERMOTT, DELIA.
McCORMACK, THOMAS.
McGOUGH, JAMES R.
McGOVERN, MARY.
McGOWAN, ANNIE.
McKAREN, JOHN.
McKEY, AGNES.
McKEY, ALICE.
McKEY, ERNEST.
MADSON, KRISTOF.
MAHAN, Mrs.
MOCK, PHILIP E.
MADILL, GIORGETTA A.
MAIMY, Mrs. ROBERTA.
MALLIEDELL, BERTHA.
MALLETTE, ANDREA, or ANDREA MALLITTE.
MALLETTE, Mme.
MANGE, Mrs. PAULA, or MUNGE.
MANGAN, MARGARET.
MANMAN, HANNA, or MANNION.
MANS, JAYNA.
MARCROST, Miss NELLIE, may be WALCROFT.
MARSON, ADELIA.
MARLKARL, ——.
MARAN, BERTHA.
MARE, Mrs. FLORENCE.
MARECHAL, PIERRE.
MARSHALL, Mrs.
MARSHALL, Miss KATE.
MATHJOAX, KARL.
McDERMONT, Miss LELIA.
MELICARD, Mme., may be NOEL MALACHARD.
MELLERS, J. N., may be WILLIAM MELLERS.
MILE, Mr., probably FRANK D. MILLET.
MELLORS, JOHN.
MOSENO, Mr. MASABUMI.
MEYER, Mrs. EDGAR J.
MINDERSON, Miss ETTA.
MINEHAN, Mrs. W. E.
MINEHAN, Mrs. DAISY.
MARVIN, Mrs. D. W.
MULLINGER, Mrs., and child.
MERRIAM, MAGGIE, or MERRIGAN.
MESSEMOCKES, ANNA.
MESSEMOCKES, G. D.
MOSS, ALBERT.
MOUBARCK, BUNOS.
MOUBARCK, GITOSA.
MOUBARCK, HALIN.
MUHAN, KIRKOEAN.
MULLIN, KATIE.
MUNN, HANNA.
MURPHY, MAGGIE J.
MURPHY, NORA.
MUSULMON, MINA.

N.

NEWELL, Mr. and Mrs. WASHINGTON, or Miss MARJORIE NEWELL.
NEWELL, Miss MADELINE.
NEWSOM, HELEN M.
NYE, Mrs. ELIZABETH.
NASSER, Mrs.
NANGA, MARGARET.
NEKET, MARY.
NEKET, HOBIA.
NELSON, BERTHA.
NELSON, DEMIMA.
NELSON, CARLO.
NELSON, HOLMINA J.
NICKAREN, JOHN.
NYHEM, YREE.
NYHAN, ANNA.
NICOLA, ELIAS.
NICOLA, JAMILIA
NUDELMAN, DELIA.

O.

OLIVIA, Mlle., may be Mme. OLIVA MIDDLER.
OMOND, FIEUNAM.
OSTBY, Miss HELEN R.
OXENHAM, PERCY, probably THOMAS OXENHAM.
O'LEARY, NORA.
OLSEN, ARTHUR.
ONGULAN, HELENA.

P.

PADRO, JULIAN, or JULIAN PRADO.
PALLAS, EMILIO, may be EMIL TALLAS.
PANHART, Miss NANETTE.
PARISH, Mrs. L., or PARIS or PARSH.
PASSINA, Miss A.
PENASCO, Mrs. VICTOR.
PENSKY, Miss ROSE.
PIRRIE, Lord, designer of Titanic.
PENCHEN, Major ARTHUR.
PHILLIPS, Miss ALICE.
POMORY, Miss ELLEN, may be ELLEN TOOMEY or FORMERLY.
PORTALUPPI, AMELIA.
POSOSONS, M. F., may be M. PONESSELL.
POTTER, Mrs. THOMAS, Jr.
PATROS, COTERINA.
PICARD, BENOIT.
PATROS, CATERINA.
PATROS, NOBESA.
PARSONS, ERNEST.

Q.

QUICK, VERNIE, may be VERA W. QUICK.
QUICK, Mrs. JANE O.
QUICK, Miss PHYLLIS O.

R.

RANOUFT, Mrs. LILLIE, may be LILLIE REBOUF or RENOUF.
RANELT, Miss APPIE, may be Miss APPIERRENAULT.
RAY, EMIL.
RENAGO, Mrs. M. J.
REIBON, ANNA.
RHEIMS, Mr. and Mrs. GEORGE, (no Mrs. George Rheims in passenger list.)
RICHARDS, M.
RICHARDS, Mrs. EMILIA, and son.
RICHARDS, Mr., Jr.
RIDSDALE, Mrs. Lucy.
ROBERTS, Mrs. EDNA S.
ROGERS, Miss ELIZA, probably GETLINA ROGERS.
ROLMANE, C.
ROSEBIE, Miss H.
ROSENBAUM, Miss EDITH.
ROTH, NARAST.
ROTH, SARAH.
ROTHES, Countess of.
ROTHSCHILD, Mrs. M.
ROTHSCHILD, Mrs. LORD MARTIN.
RUGG, Miss EMILY, or Miss EMILY RUY.
RYERSON, Mrs. ARTHUR.
RYERSON, Miss EMILY B.
RYERSON, Master JOHN B.
RYERSON, Miss SUSAN P.

S.

SAALFELD, ADOLPH.
SABINA, Miss SYLVIA.
SCHABERT, Mrs. PAUL.
SCHURBINT, JAN.
SEGESSER, Miss EMMA.
SEALY, Miss NORA, (may be NORA HEALY.)
SEELBERG, Mrs. WALTER.
SEITCH, Mrs. JESSIE W., (may be Miss JESSIE W. LEITCH.)
SEREPECA, Miss AUGUSTA.
SEWARD, FREDERICK.
SHEDDEL, ROBERT DOUGLAS.
SHUTTER, Miss, (probably Miss E. W. SHUTES.)
SILVEY, Mrs. WILLIAM B.
SIMONIUS, Col. ALFONSO.
SILVERTHORNE, R. SPENCER.
SIBELROME, AGNES.
SHELLEG, Mrs. IMANITIA, (may be FRED SHELLARK.)
SIMON, Miss L.
SIMONE, Mrs. L.
SIMONE, LA ROCHE.
SINCOCK, Miss MAUDE.
SKELLER, Mrs. WILLIAM, (or SKELLERY, may be F. SHELLARK.)
SLAYTER, Miss HILDA.
SLOPER, WILLIAM T.
SMITH, Mrs. LUCIEN P.
SMITH, MARION.
SMITH, Mrs. P.
SMYTHE, POLIA, or SALIA.
SNYDER, Mr. and Mrs. JOHN.
SALOMAN, A. L.
SPEDDEN, Mr. and Mrs. J. C.
SPENCER, Mrs. W. A., and maid.
STAFFANS, (or STEFFANSON,) Mr. and Mrs. H. B.
STAHELIN, Dr. MAX.
STENGEL, Mr. and Mrs. C. E. H.
STEPHENSON, Mrs. P.
STEPHENSON, Mrs. WALTER B.
STEWART, FREDERICK, (may be A. A. STEWART.)
STONE, Mrs. GEORGE M.
SVOE, E. O.
SWIFT, Mrs. FREDERICK JOEL.
SYLWANA, Miss SYNLY, (probably LILLIE SILVEN.)
SUBLAKET, SENUCA.
SOFIA, ANNA.
SAP, JULES.
STRINDER, JUNO.
SULICI, NICOLA.
SHINE, AXEL.
SIBELROME, ROSE.
SINDE, BIERICE, or BEATRICE SANDE.
SMYTHE, PAULA.
SMYTHE, JULIUS.
STANLEY, AMY.
SUMDIAN, JOHAN.
SANDE, BEATRICE.

T.

TALLAS, EMIL, (may be EMIL PALLAS.)
TAUSSIG, Miss RUTH.
TAUSSIG, Dr. EMIL.
TAYLOR, Mr. and Mrs. E. Z.
TEUCH, Mrs. ALEXANDER.
THAYER, Mrs. J. B.
THAYER, J. B., Jr.
THORNE, Mrs. G.
TONORO, Miss ELIZABETH, (may be ELLEN TOOMEY or FORMERY.)
TROUT, Mrs. JESSIE, may be Mrs. JESSIE W. TRANT.
TROUTT, EDNA S.
TROUTT, Miss CECILIA.
TUCKER, GILBERT M., Jr.
TUCKER, Mrs., and maid.
TURNEY, J.
TURKURLA, HEDVIG.
TURKGEST, WILLIAM.

V.

VARTAUON, DAVID, or VARTONON.

W.

WALCROFT, Miss.
WARD, Miss ANNA; may be Miss EMMA WARD.
WARNER, Mrs. F. M.; probably Mrs. F. M. WARREN.
WASHINGTON, WILLIAM M.
WATT, Miss BESSIE.
WATTS, Miss BERTHA.
WEBBER, Miss SUSAN.
WEISZ, Miss MATHILDA.
WELLINGTON, Mr.
WELLS, RALPH.
WELLS, Mr. and Mrs.
WELLS, Miss A.
WELLS, Miss J.
WEST, Mrs., and two children, CONSTANCE and BARBARA.
WHITE, Mr. and Mrs. FRED M.
WHITE, Mrs. J. STEWART.
WICK, Miss MARY.
WICK, Mrs. GEORGE.
WIDENER, Mrs. GEORGE D., and maid.
WILLIAMS, CHARLES, may be WILLIAM CHARLES or CHARLES WILHELMS.
WILLARD, Miss CONSTANCE.
WILLIAMS, RICHARD M.; probably R. M. WILLIAMS, Jr.
WILSON, Miss Helen A.
WOOLNER, HUGH.
WRIGHT, Miss MARION.
WICKS, ELLEN.

Y.

YOUNG, Miss MARIE.
YUSEF, MADERA.
YESBURG, SILINE.
YOUSEF, HANNA.
YOUSEF, GEORGE.
YOUSEF, MARIAN.

Z.

ZENN, PHILIP.

Mr. A. Barnard, Boston, Mass.
Miss M. R. Birkhead, St. Louis, Mo.
Miss S. Birkhead, St. Louis, Mo.
Mr. V. Biaggi, New York, N. Y.
Mrs. Biaggi, New York, N. Y.
Miss Maria Bunn, New York, N. Y.
Mr. H. B. Burke, Buffalo, N. Y.
Mrs. Wilson M. Carr, Baltimore, Md.
Mrs. L. Catty, New York, N. Y.
Miss Catty, New York, N. Y.
Rev. Prof. G. Clements, Brooklyn, N. Y.
Dr. S. Colt.
Capt. Charles F. Crain, U. S. A.
Mrs. Crain, Chicago, Ill.
Miss Elizabeth Crain, Chicago, Ill.
Mr. Alfred Crocker, New York, N. Y.
Mrs. Crocker, New York, N. Y.
Miss S. A. Crocker, New York, N. Y.
Mr. H. M. Chapin, Providence, R. I.
Mrs. Chapin, Providence, R. I.
Mr. Colin Campbell Cooper, New York, N. Y.
Mrs. Cooper, New York, N. Y.
Miss R. McF. Doble, Chicago, Ill.
Mrs. John Dorran, Philadelphia, Penn.
Mr. George A. Douglass, New York, N. Y.
Mrs. Douglass, New York, N. Y.
Miss Fabian, Chicago, Ill.
James A. Fenwick, Baltimore, Md.
Mrs. Fenwick, Baltimore, Md.
Mrs. A. de P. Fowler, Baltimore, Md.
Mrs. M. O. Fowler, Baltimore, Md.
Miss A. S. Fowler, Baltimore, Md.
J. H. Grenville Gilbert, New York.
Mrs. Gilbert, New York.
Miss H. Grenville Gilbert, New York.
Miss M. M. Glidden, New York.
Dr. W. Hill, New York.
William J. Hiss, East Orange, N. J.
Mrs. Hiss, East Orange, N. J.
Miss A. Hoffstot, New York.
The Rev. Albert Hogue, Boston, Mass.
Miss Sadie Horwitz, New York.
L. B. Hoyt, Albany, N. Y.
Mrs. Hoyt, Albany, N. Y.
Mrs. A. Huber, Chicago, Ill.
C. M. Hutchinson, Pittsburgh, Penn.
Mrs. Hutchinson, Pittsburgh, Penn.
C. Iddiols, St. Louis, Mo.
Mrs. Iddiols, St. Louis, Mo.
J. R. Joyce, New York.
J. F. Kemp, New York.
E. H. Klene, New York.
B. Lazzolo, San Francisco, Cal.
Mrs. Lazzolo, San Francisco, Cal.
Earl J. Lhibach, New York.
Mrs. Charles Lowell, Boston, Mass.
Miss M. S. Lowell, Boston, Mass.
W. E. Luce, New York.
Miss L. M. Luce, New York.
Miss M. E. Luce, New York.
Charles H. Marshall and valet, New York.
Mrs. Marshall and maid, New York.
Miss Evelyn Marshall, New York.
Miss L. Matthews, Baltimore, Md.
Philip Mauro, New York.
J. Meirdones, New York.
Miss E. d'Meirguard, New York.
F. J. Merrick, Pittsburgh, Penn.
Mrs. F. S. Merrick, Pittsburgh, Penn.
Miss S. T. M. Murphy, New York.
Miss May Murphy, New York.
W. S. McCarty, Buffalo, N. Y.
Louis M. Ogden, New York.
Mrs. Ogden, New York.
Miss F. D. Palmer, Toronto.
Miss B. Palmer, Toronto.
Miss Grace D. Parsons, Brooklyn, N. Y.
C. T. Phelps, North Adams, Mass.
Mrs. Phelps, North Adams, Mass.
W. H. Pritchard, North Adams, Mass.
Mrs. Pritchard, North Adams, Mass.
Mr. C. W. Reynolds, Albany, N. Y.
Mrs. Reynolds, Albany, N. Y.
Mrs. M. Robbins, New York.
Miss Mauro Robbins, New York.
O. Sinical, Boston, Mass.
Mr. Skidmore, New York.
Mrs. Skidmore, New York.
J. A. Shuttleworth, New York.
Mrs. Shuttleworth, New York.
Miss E. Shuttleworth, New York.
Miss J. Shuttleworth, New York.
Miss M. Shuttleworth, New York.
George W. Smith, Philadelphia.
Mrs. Smith, Philadelphia.
Mr. Soleman, New York.
Mrs. Soloman, New York.
Charles Spielmann, New York.
Miss K. Steele, Baltimore, Md.
Miss E. B. Stevens, Boston, Mass.
Miss C. Toustine, Chicago, Ill.
Mrs. M. T. Tytleu, Boston, Mass.
Miss Tytleu, Boston, Mass.
Miss W. H. Underwood, New York.
Miss Underwood, New York.
F. O. Vandewater, Chicago, Ill.
Mrs. Vandewater, Chicago, Ill.
J. S. Van Riper, New York.
Mrs. Van Riper, New York.
Miss Helen Winkler, New York.

The Carpathia's officers are: Commander—A. H. Rostron, R. D., R. N. R.; Surgeon—Frank E. McGee; Chief Steward—E. H. Hughes; Purser—E. G. F. Brown, R. N. R.; Assistant Purser—P. B. Barnett.

SUGGESTS LIFEBOAT LAW.

L. E. Opdyke Would Have All Passenger Facts Advertised.

L. E. Opdyke has suggested to Representatives Francis Burton Harrison and Jefferson M. Levy that they introduce in Congress some such bill as the following:

"That hereafter no vessel of over 5,000 tons gross tonnage, and carrying passengers, shall be allowed to clear from any port in the United States unless prior to her sailing there shall have been advertised the following facts:

"The number of passengers that she is lawfully entitled to carry.

"The number of persons other than passengers that she usually carries.

"The number of persons for the intended accommodation of whom she is provided with lifeboats or liferafts."

SERVICES FOR THE LOST

At Noon To-day at St. Paul's Chapel —At Other Churches.

A memorial service for those lost on the Titanic will be held at St. Paul's Chapel, Broadway and Fulton Street, from 12:05 P. M. to 12:45 P. M., to-day.

Memorial services will be held on Sunday at All Saints' Episcopal Church, Bayside, and the First Congregational Church, Flushing. Both churches will be draped with black. Two of the members of the Bayside church, Mrs. Robert C. Cornell, wife of the Magistrate, and Mrs. E. D. Appleton, her sister, were among the passengers on the Titanic. It was first reported that Mrs. Cornell was not among the list of survivors. Magistrate Cornell, however, is satisfied that the person reported saved as Miss R. O'Connell is his wife.

Accompanied by her sisters, Mrs. J. M. Brown and Mrs. Appleton, she went to Europe on Feb. 22, because of the serious illness of their sister, Lady Drummond, who died two weeks ago.

A dispatch from Toronto says that a public memorial service for the victims will be held there on Sunday in Massey Hall. The meeting will be under the auspices of the Canadian branch of the British and Foreign Sailors' Society.

Belgians in the Steerage.

BRUSSELS, April 18.—Ten of the steerage passengers on board the Titanic were natives of Dendermonde, about sixteen miles from Ghent, where they left many relatives who are very anxious as to their fate.

GIMBELS

Luncheon at GIMBELS
Is becoming a fixed incident in many a woman's shopping day. Dainty food, served as you would have it at home, in the pleasant surroundings of the Tea Room. Music.

Men, Are Your Spring Clothes Ready When the Thermometer Jumps?

The mercury doesn't give much warning when it starts to climb. We are apt to be simmering in the first hot weather days before we know it.

Wise men are buying their light clothing now rather than waiting for the rush when everybody gets aboard.

Gimbel stocks of Men's Spring Clothing are at their fullest and best just now.

New patterns in SUITS are making their appearance every day, as earlier lines drop out. Whether you pay **$15 or $45**, or some price in-between, you are sure of styles that are recent and authoritative, materials that are all-wool, and tailoring that embodies the highest tailoring skill in America. And something like *thirty* distinct models to choose from.

Among the OVERCOATS there are the conventional Chesterfields for dress wear, and the rough English-looking Coats for motoring, stormy-weather and general wear in broad variety at **$15** to **$42**.

Special—Men's $22 Spring Suits And Silk-lined Overcoats At $16.50

Bought especially from our regular manufacturers, to save men a comfortable sum on the Suits and Overcoats they need at the beginning of the season.

The Suits in smart grays, browns and tans and many plain and fancy blues, in correct Spring models for men and young men.

The Overcoats in a new Chesterfield model, Oxford gray or black, with or without silk facing, and lined throughout with extra quality merveilleux silk.

$22 is a conservative valuation for any Overcoat or Suit in the offering.

Men's English Slip-Ons

For showery April days—and afterwards. A splendid collection in Raglan and regular box shoulder models, with some excellent values, at **$10, $11.75 and $15**; with others up to **$35**.

Men's Separate Trousers

To wear with cutaway or frock coat, or to piece out a business suit. New patterns and fabrics, splendidly tailored and well-fitting, at **$3** to **$8.50** pair.

Youths' Spring Suits, at $10 to $25

We realize that young men of 14 to 22 years need specialized attention in the matter of clothing. We have provided it in a collection of appropriately youthful styles, in Suits and Overcoats, at **$10** to **$25**, with a particularly interesting group of **Suits at $12**, that are nearly one-third under-price. In all-wool fabrics, neat patterns, in plain blues and mixtures and well-tailored. **Fourth Floor**

The New Price on These $2 to $3.50 French SHIRTS for Men is $1.65

Today will make inroads upon the collection, but the man who comes tomorrow will find Shirts that he will most certainly find worth investing in.

Great variety of distinctive designs and smart colorings, in Shirts made to our order in Paris, on full-cut American patterns. Plain or plaited bosoms, attached cuffs. All sizes. Hitherto, $2.50 to $3.50 in our stock, now **$1.65** each.

A Fine Collection of Spring Neckwear

This is just by way of invitation to men who figure that new shirts involve new neckties, to see the assemblage of handsome Scarfs we have made for them.

Choice begins at **50c** for plain and fancy Neckties of high character, and runs upward to **$1, $1.50, $2** and **$2.50**. The special group of Knitted Scarfs in plain, colors, two-toned mixtures and various broad or narrow straight or diagonal cross stripes, is worth particular notice. **$3.**

Main Floor

GIMBEL BROTHERS

BROADWAY NEW YORK THIRTY-THIRD ST

The New York Times

"All the News That's Fit to Print."

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NEW YORK, FRIDAY, APRIL 19, 1912.

THE SURVIVORS FROM THE TITANIC

It is a story of heroism and of marvelous fortitude in the very face of death that is brought to us by the survivors of the wreck of the Titanic. The picture is vividly presented. Men standing upon the upper deck saw their wives and their children separated from them in obedience to the order that the women should be transferred to the lifeboats from a lower deck. For most of them it was a last parting; if they did not then know it they must have feared it. The order was women first, and it was obeyed. The others, nearly all the men, some 1,600 of the great ship's company, were reserved for death. It was awaited calmly, heroically. There was no disorder, no rioting, the rule of the sea prevailed over the first law of nature. With band playing and the lights of the sinking ship still burning, the doomed company awaited the end. They died like heroes, they died like men. It is a tragic and dreadful story, but it tells us how civilization conquers the primal, savage instincts and brings into being and dominance the higher and nobler qualities of man's nature. There is not in history a more splendid and inspiring example of self-control, of sacrifice, of courage, and of manliness.

We have definite information now as to the number of survivors taken from the lifeboats last Monday morning, 745 in all. This number has been reduced by death. With the wreck of the big ship, 1,595 human beings went down. But there had been deaths on the ship before she broke and sank. It seems inconceivable that the shock of the Titanic's collision seemed slight to those on board, that men and women in the various saloons sat undisturbed at cards, and gossiping, still unconscious of their fate. But that story is told by survivors. It appears from their reports that the ship struck a submerged ledge of the iceberg, careened, but not violently, and then slid off into the open water; a great rent was evidently made in her hull, through which water poured in. Stories are also told of the riotous conduct of Italian and Chinese stokers who jumped into the lifeboats, injuring some of their women occupants.

The statement of various survivors, too, that the ship went down while its band, lined on deck, was playing "lively airs" seems incredible, yet it is well supported by the testimony of eye-witnesses. They say, too, that the ship was brilliantly lighted, while her bow was submerged and her stern high in the air, before she broke in two and sank. The voyage before the collision had been calm, uneventful, and enjoyable. All the host aboard seemed gay in spirit. Arrangements were in progress for a ball the following night.

The survivors' statements must be carefully weighed. Comparatively few of them are in a frame of mind to talk rationally about the disaster. But all the worst fears growing out of the uncertainty of the four days of waiting have been confirmed. The loss of life was as great as the highest rational estimate based on the early news. Some of the best-known men of our time, ISIDOR STRAUS, JOHN JACOB ASTOR, WILLIAM T. STEAD, BENJAMIN GUGGENHEIM, FRANK D. MILLET, GEORGE D. WIDENER, ARCHIBALD BUTT, perished with many others as highly esteemed in smaller social circles, as useful, in their way, in furthering the world's progress. The result is so appalling, the details as they are now crowding in upon the mind so pitiful, as to make us feel how small we all are in the great scheme of existence, how little the boasted supremacy of man amounts to. Inquiry into the causes of the disaster, into the reports that knowledge of its extent was willfully withheld as long as possible, will come in due time. Meanwhile there are dead to be buried, sick to be restored to health. The community has taken the afflicted into its arms, and no comfort that can be given to them will be withheld.

REJECTING THE RECALL.

Ohio selected this year of constitutional agitation to revise the Constitution under which it has lived for sixty years. At the end of the first twenty years a new Constitution was drafted. The people rejected it because its proposals on taxation, drafted under the Chairmanship of the Chief Justice of the United States Supreme Court, did not commend themselves to the farmers' views about taxing wealth discriminatingly. At the fortieth year there was a movement for another convention, and it failed of success. This year it has seemed that the so-called progressive ideas controlled the convention, but the rejection of the recall gives a better idea of the real thought of the State. The rejection is all the more impressive because accomplished after deliberation. Two reports were presented and considered, and the vote favored allowing the matter to slumber in committee. The vote was closer than is comfortable, but in Ohio as yet the majority rules.

This action is encouraging at a time when it is alleged that this same deadly blow at the courts should be embodied in the Federal Constitution, and that all who accept the teachings of experience are reactionary or fossilized. Ohio is the first State east of the Mississippi to consider these vital questions of fundamental policy, and it was feared that at this time of unrest there might creep into the new social contract some of the fads and fancies which many would rather pander to than control according to the light of reason and experience. The result seems to show that the morals and intellectuals of the common people are sound when they are allowed to operate for themselves. There is no suggestion that the money power controls this convention. Discussion has been free, and the result was registered yesterday.

The news comes at a time when the political outlook is thought by some to be clouded in Ohio. But there is every reason to think that the constitutional outlook is nearer the popular thought than the political situation because the latter is subject to the influences from which the Constitutional Convention has been measurably free. The popular verdict is likelier to be right when recommendation is made on the merits by the chosen representatives of the people than when the popular mind is made up for it by those considering themselves commissioned to do the people's thinking.

THE MEXICAN CORRESPONDENCE.

President TAFT's announcement, through the Acting Secretary of State, alike to the Government and all the warring forces in Mexico, in short to the Mexican people, that they will be held responsible by the Government of the United States "for all wanton "and illegal acts sacrificing or endan-"gering American life or damaging "American property or interests" in Mexico was timely and temperate. Its meaning is perfectly clear. President MADERO's reply, through Foreign Minister CALERO, has the tone of resentment. "The Mexican Government "finds itself in the painful necessity," it runs, "of not recognizing the right "of your Government to make he ad-"monition which the note contains." But it is well to take the answer temperately. The Government in the National Palace, which seems to be daily losing its authority over the Mexican people, is merely protesting that the acts upon which the Washington note is based were not committed by its own agents. The admonition, however, was directed not only to Mexico City, but to the people of the republic.

We are confident that no hasty action will be based on President MADERO's reply. It will be discussed calmly and dispassionately in the Cabinet, with Secretary KNOX in his accustomed place. Mr. KNOX has returned from his official tour of Latin-American countries, confident of its beneficent effect, and with increased knowledge of the temper prevailing in those countries and their point of view. Intervention is as remote a contingency as ever. OROZCO, the most potent, if not the most important, of all the rebel leaders, has promised to be bound by the principles of international law.

If the interpretation of the Madero note is correct, however, it might be regarded as a confession of weakness, and as such noted by European Governments with some apprehension. If they should feel warranted in taking steps to protect their own citizens resident in Mexico, the aspect of the situation would be materially changed. But there is no present cause for alarm.

PAYING THE BILLS.

Our London dispatch yesterday told how Americans who were about to pay their money to a British steamship company indicated the route which they desired the steamship to take if it were to carry them. There is a precision and a sanction about legislation of this sort which is absent from statutes designed to cover similar points. Americans are denouncing the insufficiency of the lifeboats on British steamers and comparing the greater stringency of the American law's requirements. But the British steamships carry more lifeboats than the law requires, while the American steamships carry fewer. On the ocean this happens through reciprocal acceptance of one nation's law by another, but this excuse cannot explain the deficiency on the lake steamships within our jurisdiction exclusively, nor similar deficiencies in other equipments, or in discipline, or many other points of seamanship.

With these examples of the inefficiency of legislation there is still demand for more laws. It ought to be understood that the law never can be a substitute for personal discretion. The law may be a protection for the weak or the helpless, but those who do not regard themselves as falling into that class should recognize that what the law does imperfectly for the defective and dependent classes it can do no better for those above them in intelligence and wealth. When the British law allowed steamships to go to sea with boat accommodations for only one in two or three, it lent the support of the law to the idea that there was a sufficiency of boats. Any man who stepped aboard and looked at the davits for a double supply, which conspicuously was not supplied, was in a position to judge for himself better than any legislator whether he wanted to embark with a half a chance or a third of a chance for a seat in a lifeboat in case of collision with an iceberg.

It is idle to blame the statutes or the practice under them. The question of how the public wants steamships navigated is submitted to a constant referendum, and the boats which please the public are supplied. The people who pay the bills have an undoubted right to say what they will pay their money for. If they want lifeboats, or a route where icebergs are not likely to be found, they can have them. They have preferred to have things which cost more, and they have been supplied. There are lines to-day where Turkish baths and racquet courts are not supplied, and where the record of safety is excellent. The statutes of the United States prescribe certain conditions which are above what financial conditions allow, and the ocean steamships afloat under the American flag are few in number.

The man who is disposed to think that statutes will make it safe for him to go to sea under unsafe conditions is mistaken. If he wants to blame somebody, he has not far to seek. It is worth while to emphasize the lesson that there is no proper or sufficient substitute for the exercise of personal discretion, just as there is no substitute for the character and, discretion of the Captain on the bridge.

There is no reason why the sea should be avoided. It is safer than ever it was. Men and boats of quality never equaled are available. But the public must seek them and pay for them. It is not necessary to pay high in money. More is paid in money for what the public has preferred. But it is necessary to pay in trouble, the trouble of making up each person's mind as to what he wants and what he will pay for. The world is weeping for many who did not see what is so plain now that it is pointed out. It is for men and women who go to sea to apply the moral for themselves.

FOR BOTH PARTIES.

The Alabama Democratic State Convention adopted a platform containing this resolution:

> We believe that the honest business, farming, and working classes of the country could be largely relieved from panics and consequent unemployment by a democratic and non-partisan revision and codification of our antiquated banking laws which would create an elastic note and credit system, while preserving our independent banks from any dominant financial or political control.

The Democratic National Convention could do worse than to echo this keynote, and the Republican National Convention ought to do better along the same lines. The name of the author of the currency reform plan, which alone meets this description, does not appear, and it makes no difference whether or not it is used. The plan is his, and the plank is Mr. UNDERWOOD'S.

There is a great deal of good politics in the facts. The Democrats are adopting the ideas which the Republicans are rejecting through weak concessions to prejudice. If the Republicans do not reconsider their position the Democrats will gain a leadership which will put the Republicans in a false position regarding opposition to Government-issued paper money, and the reconciliation of existing banking conditions with the adoption of commercial paper as the basis of credit currency or asset currency and the institution of a central National reserve. If these essentials are adopted by the Democrats the plan will, nevertheless, remain the idea of the man who first put it into form, and the Republicans will lose the opportunity to join their opponents in making the new departure purely economic and impartisan. We rejoice that the Democrats have set the excellent example, and hope that the Republicans will see light and act wisely.

FIRE PREVENTION.

The eight bills just signed by the Governor amending the factory laws are useful measures, so far as they go. A part of them relate to the prevention of fire, the rest to safety for inmates of factories. The former require fireproof receptacles for all waste and rubbish, covers for gas jets, prohibition of smoking, and automatic sprinklers. The latter require outside fire escapes, unlocked doors swinging outward or sliding freely, and fire drills under the supervision of experts from the Fire Department. All these provisions are reasonable and would willingly be adopted by employers with a fair sense of respect for their obligations as to the safety of their employés. Probably the requirement as to fire drills will be found the most effective of all with reference to the saving of lives, especially in connection with the unimpeded exits and the proper fire escapes. It has been shown that the dreadful loss of life in the Asch factory could have been in great part, and possibly wholly, prevented had such a law been in existence and enforced.

There is another provision in the new laws that may prove of much value. It is that all factories in the State shall register with the State Labor Department information as to the situation and nature of their business and the conditions under which it is carried out. If the rules as to this requirement are intelligently framed and carefully enforced it will be extremely useful in holding employers to responsibility. What may prove of equal efficiency, this provision will enable the honorable employers, who are unquestionably in the majority, to secure the maintenance of safety conditions in places other than their own whose occupants are more indifferent. The better factories will have on record the facts that establish a suitable standard.

There is one suggestion as to this general subject that has frequently been presented in our columns, which would tend, if adopted, greatly to strengthen the laws for the protection of life from fire. It is that employers shall be responsible for injury and for loss of life, in civil suits, unless they can prove affirmatively that the essential requirements of the law have been properly complied with. This is entirely a just departure from the usual rule of law, because it is always practicable for the employer to know the law and to know whether it has been obeyed and to prove it. It is not practicable for employés to have this knowledge, and is still less practicable for them to secure convincing evidence. The employer, assuming the responsibility of conducting his business safely under conditions defined by law, may reasonably be asked to assume the burden of proof that he has done so. If, failing to give this proof, he is liable for damages, a real motive would constantly be in operation to induce him to obey the law.

The city, always prompt to act in cases of calamity, made preparations quickly and quietly to meet all emergencies on the arrival of the Carpathia. The police reserves were ordered out to preserve order at the piers. As the customs regulations were, of course, suspended, the initialed compartments on the pier were set aside for the meeting of the survivors with their friends. Taxicabs in plenty were put in readiness to carry the passengers to their homes, or to hotel accommodations prepared for them. For the care of the steerage passengers the Municipal Lodging House was put in order. Ambulances, physicians, and nurses, with all needful appliances to meet any emergency, were provided. Relief committees were formed to aid the work of the Government. Money was forthcoming to pay all expenses that might be necessary.

In this time of affliction it may be recalled that yesterday and to-day are the sixth anniversary of the San Francisco earthquake and fire, in which $400,000,000 worth of property and many lives were lost.

TOPICS OF THE TIMES.

Displayed Mild Enthusiasm.

English suffragettes of prominence, when questioned as to what they thought of the men who died on the Titanic in order that women might be saved, seem to have manifested a disposition, possibly significant, almost to resent the inquirer's obvious belief that the display of chivalry was magnificent. While the strenuous ladies did not deny that the behavior of the men was rather fine, they hinted that after all it only fulfilled a plain duty and therefore had not earned any particularly enthusiastic praise.

As one of the suffragettes put the case, by natural law women and children should be saved first, the children because childhood is sacred, and the women because they are so necessary to the race that they cannot be spared. Another said: "It must be admitted that the lives of "women are more useful to the race than "the lives of men."

The statement that childhood is sacred means or might mean so many things that an attempt to discuss it would not be profitable, but the assumption that women are of greater racial value than men is very far from having been or being universally admitted in either theory or practice. The killing of girl babies at or soon after birth has been the common and unreprehended custom of all countries where the general welfare required a keeping down of the population, and it is only in those where it was desirable to increase the population that the equal or superior value of women has been recognized and chivalry and gallantry became characteristics more or less common. Even now a Chinese authority declares that had all on board the Titanic been of his race the men would have been saved first, the children next, and the women last. Probably nobody on the Titanic gave thought to why the men should be sacrificed to the women, but the reason, crystallized into an instinct, was there just the same, and possibly a coldly scientific critic might say that only the women to whom it applied, both as to inclination and to ability, were worth preservation at so great a cost. To say so, however, would only show again that coldly scientific critics do not always take sufficiently inclusive views of large subjects.

Let Every Fact Be Known.

Few temptations to use harsh language could be harder to resist than is the one felt on reading that the Secretary of the Navy would have suppressed, had he been able to do so, the fact that Capt. SMITH of the Titanic received timely warning of nearness to a dangerous ice field.

This information in indubitable shape the Washington Hydrographic Office had Monday morning, and it is stated that Secretary MEYER ordered Capt. KNAPP, the head of the bureau, not to let the newspapers have it. To explain this amazing order, it is said that a more amazing reason was given—if the possession of this news were known the Hydrographic attachés and navy officers would be called as witnesses in the coming investigation!

One wants one is eager to disbelieve this story, for, if true, it shows on the part of Secretary MEYER a conception of his duty equally strange and false. The public has the best of rights to understand why the Titanic was lost, and nothing bears more directly on that question than these Hydrographic Office reports showing that Capt. SMITH knew he was near and approaching icebergs. This the Captain of the Amerika had told him, the telling had been acknowledged, and the news had been sent to other ships by Capt. SMITH himself. That he went on, nevertheless, to his waiting doom would have been concealed had not the reports already gone out in regular course to the minor Hydrographic Offices in this and other cities.

Thus the papers, and through them the public, obtained news of vital importance to any intelligent discussion of the disaster, and vital, also, to any intelligent efforts to prevent its repetition. It may be that certain officials in and near the navy may be inconvenienced, in consequence, to the extent of having to give evidence in court, but to that inconvenience few except Secretary MEYER will be inclined to ascribe very much importance.

It would be well for everybody to learn as soon as possible that no single detail connected with the wreck of the Titanic is a private matter, and that attempts to suppress the facts in regard to it, no matter by whom made, will be fiercely and effectively resented. This cannot be stated too firmly.

"Invidious" Is Just the Word.

A thought-provoking contribution to the discussion of the Titanic's equipment as to lifeboats is made by the designer of the ship. Mr. CARLISLE, if quoted correctly, said that her davits were so designed that from each four boats could have been handled. That number was not supplied, however, for the reason that to have done so would have created an "invidious situation" for other ships!

It would, indeed, have done so. People would have asked, "If the Titanic needs "as many boats as that, how about the "safety of smaller vessels that are not "proportionately guarded?" To answer that question would have been troublesome, and to have taken the action demanded by the only possible answer would have been expensive, but neither the trouble nor the expense would have approached that which has been created by the sinking of the biggest and finest ship that ever floated.

But never before, probably, has there been such a vast display of belated wisdom as is now making by marine experts of a dozen kinds and specialties. Nobody had a word to speak or whisper against the Titanic before she went down; now few can find even one good word to say about her, and the grandeurs and conveniences that so recently won such admiration and praise from all now count against her and her makers and her owners for little better than deliberate crimes. It's a strange world and not very wise.

Recoveries Are Not Impossible.

Prof. WOOD of Johns Hopkins University says that of the dead bodies that went down with the Titanic none will ever rise to the surface. He refers, of course, to those, presumably many, that were drawn down in the vortex which the sinking of the great vessel created.

The Professor's statement seems to have been wholly based on what would and would not happen to a human body at the immense depth where the Titanic now lies. It seems improbable, however, that the vortex in question would have extended very far, and the distance to which the victims of the last plunge would have immediately followed her can hardly have been to the very bottom. They would reach it at last, if their condition remained unchanged, but perhaps their motion would have been so slow that the reasons for its reversal would have come into play.

As a matter of fact, the dead in considerable numbers often have been recovered after deep sea tragedies, and, in spite of Prof. WOOD'S authority, there is a possibility of like recoveries in this instance.

"WOMEN FIRST."

Henry van Dyke Gives Spiritual Consolation to the Survivors.

To the Editor of The New York Times:

The Titanic, greatest of ships, has gone to her ocean grave. What has she left behind her? Think clearly.

She has left debts. Vast sums of money have been lost. Some of them are covered by insurance which will be paid. The rest is gone. All wealth is insecure.

She has left lessons. The risk of running the northern course when it is menaced by icebergs is revealed. The cruelty of sending a ship to sea without enough lifeboats and liferafts to hold her company is exhibited and underlined in black.

She has left sorrows. Hundreds of human hearts and homes are in mourning for the loss of dear companions and friends. The universal sympathy which is written in every face and heard in every voice proves that man is more than the beasts that perish. It is an evidence of the divine in humanity. Why should we care? There is no reason in the world, unless there is something in us that is different from lime and carbon and phosphorus, something that makes us mortals able to suffer together—

> For we have all of us an human heart.

But there is more than this harvest of debts, and lessons, and sorrows, in the tragedy of the sinking of the Titanic. There is a great ideal. It is clearly outlined and set before the mind and heart of the modern world, to approve and follow, or to despise and reject.

It is, "Women and children first!"

Whatever happened on that dreadful April night among the arctic ice, certainly that was the order given by the brave and steadfast Captain; certainly that was the law obeyed by the men on the doomed ship. But why? There is no statute or enactment of any nation to enforce such an order. There is no trace of such a rule to be found in the history of ancient civilizations. There is no authority for it among the heathen races to-day. On a Chinese ship, if we may believe the report of an official representative, the rule would have been "Men first, children next, and women last."

There is certainly no argument against this barbaric rule on physical or material grounds. On the average, a man is stronger than a woman, he is worth more than a woman, he has a longer prospect of life than a woman. There is no reason in all the range of physical and economic science, no reason in all the philosophy of the Superman, why he should give his place in the lifeboat to a woman.

Where, then, does this rule which prevailed in the sinking Titanic come from? It comes from God, through the faith of Jesus of Nazareth.

It is the ideal of self-sacrifice. It is the rule that "the strong ought to bear the infirmities of those that are weak." It is the divine revelation which is summed up in the words: Greater love hath no man than this, that a man lay down his life for his friends.

It needs a tragic catastrophe like the wreck of the Titanic to bring out the absolute contradiction between this ideal and all the counsels of materialism and selfish expediency.

I do not say that the germ of this ideal may not be found in other religions. I do not say that they are against it. I do not ask any man to accept my theology, (which grows shorter and simpler as I grow older,) unless his heart leads him to it. But this I say: The ideal that the strength of the strong is given them to protect and save the weak, the ideal which animates the rule of "Women and children first," is in essential harmony with the spirit of Christ.

If what He said about our Father in Heaven is true, this ideal is supremely reasonable. Otherwise it is hard to find arguments for it. The tragedy of facts sets the question clearly before us. Think about it. Is this ideal to survive and prevail in our civilization or not?

Without it, no doubt, we may have riches and power and dominion. But what a world to live in!

Only through the belief that the strong are bound to protect and save the weak because God wills it so can we hope to keep self-sacrifice, and love, and heroism, and all the things that make us glad to live and not afraid to die.

HENRY VAN DYKE.

Princeton, N. J., April 18, 1912.

BUT ONE GANGPLANK.

Was the Titanic in the Predicament of the Florida?

To the Editor of The New York Times:

I was one of the passengers on the steamship Baltic in January, 1909, when the Republic wreck occurred, and was an eye-witness of the rescue of the passengers and crews of the steamships Republic and Florida, the boat which rammed her.

In an article describing the event, written at the time, when my memory was fresh, I called attention to the fact that the capacity of handling passengers in time of accident was limited to the service afforded by one gangplank down the side of one vessel and one receiving gangplank up the side of the other, which was the method employed at that time, and called further attention to the fact that many of the lifeboats were not in active service because of the limitations thereby imposed. In this article I stated:

> It seems to me that here was a defect in the plan of handling such emergencies that might well be remedied in the future by providing more than one means of egress from, and access to, ships.

This was forcibly brought home at the time because it took from 9 o'clock Saturday night until between 5 and 6 o'clock Sunday morning to transfer the 1,600 passengers from the Florida to the Baltic. With the crews of the Republic, the Baltic, and the Florida at work all night manning the small boats, it was a tax to the fullest limit upon human flesh and blood.

I can readily see that, given but four or five hours from the time the Titanic struck the iceberg and the time she foundered, it was humanly impossible to have transferred all these passengers, even had there been enough lifeboats to have accommodated everybody, and another ship was standing by to receive them as fast as they could be disembarked and transferred. When one considers the great size of the Titanic and the distance down her sides, in comparison with the very much smaller Florida, the increased difficulties are at once apparent.

It seems to me that this particular phase of the subject is worthy of attention, and, so far as I have seen, no mention has been made of this one great difficulty in a rescue at sea.

HENRY L. ROSENFELD.

New York, April 18, 1912.

SAVING OF J. BRUCE ISMAY.

Was It His Duty to Take Charge of Survivors?

To the Editor of The New York Times:

It is noted with amusement that some of the yellow journals are howling at Mr. J. Bruce Ismay because he is apparently one of the rescued saved from the Titanic.

Aside from the fact that in the absence of Capt. Smith, who presumably went down with his ship, it was Mr. Ismay's sacred duty as Managing Director to take charge of the survivors.

By the way, it is an invariable rule of the sea that when any male passenger has a member of his family in the boats, he may take an oar in the boat in place of a sailor; but must then do his duty at the oar. This has been the rule in the coastwise trade for several generations, and is probably the rule in the British mercantile service. C. S. C.

New York, April 17, 1912.

Numbered Lifeboat Cards.

To the Editor of The New York Times:

In view of the terrible disaster which has come to the Titanic, permit me to offer the following suggestions:

1. That on receiving a ticket for passage on any of the transatlantic ships each passenger receive a card on which is printed a number corresponding to a number painted on a seat in a lifeboat or liferaft.

2. That hung over the wash basin in every stateroom, and printed in large type, be a card on which shall appear the numbers similar to those contained on the cards given to those occupying the stateroom.

If the above suggestions are acted upon, not only will each passenger be assured a place in a lifeboat or liferaft, but at the first sign of accident every passenger will know just where to go and the work of the crew will not be interfered with.

As an old traveler, I have often wondered why such rules as suggested above were not in force. FAIR PLAY.

New York, April 17, 1912.

OUT OF THE DEEP.

The gray beast of the north withdraws his fangs.
The stars peer through the fog. The crouching sea
Creeps o'er the deck, a chilling misty pall.
But still she lives. . . .

The boats are gone. But one hope there remains.
The weak are launched, save for that saintly few
Who linger where love binds ev'n unto death.
The weak are safe, and strong, unhindered arms
May seize upon a straw and be disgorged
From out the vortex of her last, long plunge.

How slow the minutes pass when all's prepared.
Ready's the grave, three thousand fathoms deep;
Ready the mourners circled on the sea;
And Love cries Life farewell athwart the gloom.
On the last strand of an uncertain thread,
The stout heart sickens an eternal hour,
In silence pregnant with the soul-wrung prayer:
"End our suspense! Be merciful! Be swift!"

How slow the minutes pass. . . .

Ah, who shall say, for who shall ever know,
How moved that hour for those to death addressed?
The coward nerves himself, shamed by the brave,
Yet weep the brave in stronger sympathy;
For each his naked brother sees at last.
Poor Dives, leaning by yon polished rail,
Turns eyes to Lazarus, as poor as he;
And yon straight soldier, envoy unto Kings,
Squares his strong shoulders and salutes his God!

Was that a cheer? A hymn? Or some old song,
Rousing tradition's call in every heart?
And that deep voice which rises o'er the snarl
Of wind and water, grinding berg and floe—
Does it appeal to Jove, who hath decreed?
Or, head erect, adjure all die like men?
And do the moving lips in this white face
Whisper: "We wait! But turn thy pity, Lord,
To such as, living, die with us each day."
Now deeper sinks the sea-queen's mighty head.
Her red heart, sea-choked, gushes scalding mist.
Her body shudders, and her thousand eyes
Are one by one eclipsed, 'til, with a sob,
A submerged gulp whose horror stabs the night,
Her crowded taffrail leaps toward the stars,
As holding up her sacrifice to Heav'n. . . .

Night draws her veil. The wind along the waves
Chants "Requiescat!"

STEPHEN CHALMERS.

INDICT STRIKE LEADERS.

Ettor, Giovannitti, and Others Held for Conspiracy to Intimidate.

NEWBURYPORT, Mass., April 18.—Indictments charging Joseph J. Ettor and Arturo Giovannitti with being accessories before the fact to murder were returned late to-day by the Essex County Grand Jury. The two men, who were Industrial Workers of the World leaders in the recent textile strike at Lawrence, also were indicted on charges of conspiracy to intimidate in twenty-two counts.

Ettor Giannini, another of the strike leaders, also was indicted on twenty-two counts for conspiracy to intimidate, and in addition was indicted on a charge of conspiracy to intimidate on Jan. 20, 1912.

John J. Breen, a member of the School Committee of Lawrence, was indicted on a charge of intent to injure by unlawful storage of dynamite.

Giannini was immediately arraigned, pleaded not guilty, and was held in $500 for trial. He was unable to furnish bail. Ettor and Giovannitti, who are in the county jail at Lawrence, probably will be arraigned here next Monday, together with Breen, who is at liberty on $1,500 bonds.

TALLYING FREED CONVICTS.

O. F. Lewis Says Neither Police Nor Court Records Are Reliable.

To the Editor of The New York Times:

The public has been treated to a very illuminating discussion between Judge Mulqueen of the Court of General Sessions and Police Commissioner Waldo. The specific points at issue have been apparently the question of the suspended sentence and of the reliability of police and court records of persons charged or convicted of crime. There have been on each side doubts expressed as to the reliability of such data and, in the case of the suspension of sentence, the Commissioner of Police has expressed strong dissent from the alleged custom of suspending sentences upon persons believed by the police to be more or less habitual criminals.

I would suggest that there is a much larger question at the base of much of this discussion. Indeed, most so-called problems are the symptoms of larger fundamental problems. In this case the discussion emphasizes the generally inadequate condition of our so-called criminal statistics. If court and police dispute with each other as to the credibility of data, few can dispute that we are, deplorably lacking in adequate or far-reaching data as to our criminals collectively or individually.

In short what we must tend toward, and what we are in a disjointed way tending toward, is a case history, so to speak, of each delinquent from the time of his early delinquency to the present moment. This is not an impossibility or a superhuman task. It requires on the one hand the co-operation of many institutions and organizations, and on the other hand—still more important—a reasonable, sympathetic, and intelligent desire to use and to perpetuate such records.

In comparison with this general need, such a discussion as we have recently read is but symptomatic. Specifically, what the Court of General Sessions needs is adequate records, an adequate probation service, an adequate number of probation officers, constant wisdom in the choice of persons to be put on probation, and a persistent following-up of probationers. This, in my opinion, can best be secured in part through the appointment of an adequate probation staff, salaried by the city, and chosen from the civil service list.

O. F. LEWIS,
General Secretary Prison Association of New York.

New York, April 16, 1912.

SUGGESTS ESCORTS FOR LINERS.

A More Elaborate Suggestion of Transatlantic Travel in Pairs.

To the Editor of The New York Times:

The terrible catastrophe which resulted in the awful loss of life and the sinking of the greatest steamship in the world, the Titanic, in mid-ocean the other day will undoubtedly bring forth many suggestions from those who might have many inventions to introduce for the saving of lives in such calamities. It is fitting and proper in a time like this for a newspaper commanding the confidence of the people, as does THE TIMES, to permit the use of its columns for the expression of opinions, and to bring to the attention of the proper authorities the various life-saving devices which might be employed in extremities.

But even if all the life-saving devices in existence had been used in this recent deplorable wreck, and if all the lifeboats necessary to save all the lives of the passengers and crew had been aboard the Titanic, and if one of the awful storms prevalent at sea had then been in full swing, as is so often the case, of what use would all these safeguards have been had no steamer been within saving distance of those who had been thrown at the mercy of the waves and storm?

I, therefore, make this suggestion, which I trust THE TIMES will give space to, with the hope that the idea as outlined by me be tried by some progressive steamship company, who all seem to be more than anxious to do what they can to minimize the danger at sea.

I suggest that every steamer leaving either this side or the other side should be followed by a sister ship within two hours after the sailing of a steamer, and that they travel within two hours' reach of one another and keep in constant wireless communication with each other during the whole of the voyage; that at no time should either of the vessels engage in a race, one with the other or with any other vessel that may come in sight, and that in no case shall any steamship company be permitted to have on board more passengers and crew combined than they have accommodations for in lifeboats, as was suggested in THE NEW YORK TIMES in its comment on this disaster.

The fact of steamships traveling in pairs within hailing distance of one another will do more to reassure the traveling public than all the promises that can now be made to the people by steamship companies as to their future policies. I submit this proposition to THE TIMES in order to ascertain from those who read the paper whether this suggestion would not be welcome if carried out.

LOUIS M. FISHER.

New York, April 18, 1912.

The Instinct of the Strong.

To the Editor of The New York Times:

Permit me to compliment you on your editorial article, "Women First, Certainly Is the Law," the reference being to the sinking of the Titanic and giving women and children preference over the men in the lifeboats.

I believe it is the habit, even among wild animals which flock in herds, to place the females and young in the centre, leaving the males to defend the herd from a common enemy and to bear the brunt of the attack, and it seems to me that it is a similar instinct in man which prevails at the time of shipwreck or other great danger and causes those in command to "save the women and children first." H. H. S. P.

New York, April 17, 1912.

Men and Religion.

To the Editor of The New York Times:

I want to send a message of the most sincere appreciation of the attitude of THE TIMES toward the Men and Religion Forward Movement.

We are undertaking to promote a campaign that has in it large breadth and living power, and you have given such generous space and such splendid recognition that it has made the work easier.

As we approach the Conservation Congress I want also to say how much we will appreciate this continued liberal attitude.

FRED B. SMITH,
Campaign Leader of the Men and Religion Forward Movement.

New York, April 17, 1912.

Mr. Taft's Duty to Fight.

To the Editor of The New York Times:

Referring to your article on "Roosevelt Tactics," generally speaking a President should not interfere in party politics, but the present position forces an exception. President Taft owes it to himself—owes it to the country—it becomes his clear and unquestionable duty—to fight with every means at his command the outrageous assaults on him personally and officially. E. T. W.

New York, April 17, 1912.

MISS HAYDEN, BRIDE OF ALFRED MACY

Elder Daughter of Dr. James R. Hayden Married in Church of the Heavenly Rest.

USHERS LEAD PROCESSION

Ceremony Followed by Reception at Hayden Residence — The Wedding Attendants and Guests.

One of the fashionable weddings of the Easter season was that yesterday of Alfred Macy, a son of Mrs. William H. Macy, 2d, of Morristown, and Miss Dorothy Trumbull Hayden, elder daughter of Dr. James Raynor Hayden and Mrs. Hayden. It was celebrated in the Church of the Heavenly Rest, at Fifth Avenue and Forty-fifth Street, which was decorated with pink roses, hydrangeas, and palms. The ceremony was performed by the Rev. Herbert Shipman, rector of the church.

The bridal procession was led by the ushers, who were Henry C. Beste, Richard T. Williams, Jr., Frederick H. Thomas, Dave Hennen Coddington, Robert H. Crocker, T. Chesley Richardson, Jr., Marshall A. Russell, and Richard K. Thorndike of Boston.

The Misses Faith and Ruth Hayden, younger sisters of the bride, were her maids of honor, and the matrons of honor were Mrs. Dave Hennen Caddington and Mrs. Charles H. Jackson. The other attendants were Mrs. Richard K. Thorndike of Boston, the latter a sister of the bridegroom, and the Misses Eleanor Lamson, Florence Burton, Marjorie Curtis, Susan Fish Dresser, and Agnes Edgar. The matrons of honor wore trailing robes of pale pink satin veiled with mauve chiffon, trimmed with sprays of roses and lace, and mauve satin slippers. The other attendants wore similar gowns save that they were of mauve satin veiled with pink chiffon. All of the attendants wore large natural straw hats trimmed with wreaths of shaded mauve roses and flat bows of violet ribbon, and all carried round bouquets of mauve sweet peas.

The bride walked up the nave with her father, Dr. Hayden, who gave her in marriage. She wore a robe of white satin brocade trimmed with point lace, and a long, separate white satin train falling from the shoulders. The tulle veil held flatly against the coiffure by sprays of orange blossoms, worn by the bride's mother at her wedding, extended to the end of the train and was caught to it at one side with a trail of the orange blossoms. Her flowers were lilies of the valley.

Mr. Macy had his brother, Josiah Macy, as his best man. The church ceremony was followed by a reception at the Hayden residence, 121 West Fifty-fifth Street, in the drawing room suite, which was decorated with palms and Southern smilax, the young couple standing against a background of palms to receive congratulations. Mrs. Hayden, who was in the receiving line, wore a gown of black lace over white, with a large straw hat, trimmed with pale-hued roses, and Mrs. Macy was also in black and white, with a small white and black hat.

After their bridal trip Mr. and Mrs. Macy will live in Morristown.

Among the guests invited were Mr. and Mrs. Peter H. B. Frelinghuysen, Mrs. Birney Fellowes, Mrs. H. O. Havemeyer, Mr. and Mrs. Frank V. Burton, Mr. and Mrs. Gardner Brown, Mr. and Mrs. Lyle Mahan, Mrs. Davis Johnson, Mr. and Mrs. Marshall Lefferts, Mr. and Mrs. Lawrence Jacob, Dr. Holbrook Curtis and Mrs. Curtis, Mr. and Mrs. Dudley Davis, Dr. Fellowes Davis and Mrs. Davis, Mr. and Mrs. Richard Morris, Mrs. Cornelius Fellowes, Mr. and Mrs. E. C. Potter, Mr. and Mrs. A. D. B. Pratt, Mr. and Mrs. Melville Roberts, Mr. and Mrs. T. C. Richardson, Mr. and Mrs. G. H. Macy, Mrs. Josiah Macy, Mrs. Richard Peabody, Mr. and Mrs. Harry Peters, Mr. and Mrs. Ralph Johnson, Mr. and Mrs. Samuel T. Peters, Mr. and Mrs. Andrew Riker, Mrs. Warren Demarest, Mrs. Robert Crocker.

Mr. and Mrs. Amos Chamberlain, Dr. Samuel Lambert and Mrs. Lambert, Mr. and Mrs. Walter Stillman, Mrs. Herbert W. Shipman, Mr. and Mrs. I. S. Tilney, Mrs. Henry Tileston, Mr. and Mrs. E. H. Trotter, Miss Helen Trotter, Dr. J. R. Whiting and Mrs. Whiting, Mr. and Mrs. Allan G. Wellman, Mrs. R. H. Williams, Jr., Mr. and Mrs. S. Oakley Vanderpoel, Jr., Mr. and Mrs. J. Victor Onativia, Jr., the Misses Vernam, Du Vivier, White, Potter, Porter, Peabody, Willis, Thomas, Riker, Macy, Jenkins, Hayden, Huntington, Hatch, Garretson, Gillette, Demarest, Belknap, Beers, and Brown.

Also Newton Rae, Oliver and W. K. Macy, Daniel Riker, Leland Garretson, Frederick Frelinghuysen, Mr. and Mrs. Newbold Edgar, Mr. and Mrs. Jay Gould, Mr. and Mrs. John Mayer, Jr., Mr. and Mrs. Everitt Macy, Mr. and Mrs. Frank Macy, Mr. and Mrs. T. R. Macy, Mrs. C. A. Macy, Jr., Mrs. H. N. Munn, Mr. and Mrs. O. D. Macy, and others.

MISS REED'S WEDDING PLANS.

Daughter of M. W. Reed to Marry L. R. Granger.

The wedding of Miss Marie Louise Reed, daughter of M. W. Reed, one of the directors of the American Tobacco Company, to Leonard R. Granger, son of the Rev. Dr. W. A. Granger, President of the Missionary Convention of New York State, will take place on Wednesday at Mount Vernon, N. Y. The ceremony will be performed in the Chapter Hill M. E. Church at 4:30 by the bridegroom's father, who will be assisted by the Rev. Dr. Harry Beattys, pastor of the church.

Miss Grace Reed will attend her sister, also the Misses Phoebe Weaver of Philadelphia, Margaret Downet of Lansing, Mich., Gertrude Hill and Frances Gwyer of this city.

A reception will be held afterwards at the home of the bride's parents. The bride-elect was born in North Carolina, and was educated at the Mount Vernon Seminary in Washington, D. C. Mr. Granger is in the brokerage business.

MISS LYNCH'S ATTENDANTS.

Daughter of Mr. and Mrs. Jasper Lynch to Wed G. D. Clews.

Plans have been completed for the wedding of Miss Rachel Cartwright Lynch, daughter of Mr. and Mrs. Jasper Lynch of Lakewood, N. J., who is to be married to George Douglas Clews of Orange, N. J., at 4 o'clock on next Wednesday afternoon in All Saints' Memorial Church at Lakewood. The Rev. Ernest E. Matthews, rector of the church, will officiate, assisted by the Rev. Lea Luquer, rector of St. Matthews Church at Bedford, N. Y., a cousin of the bride.

Miss Louise Lynch will act as her sister's maid of honor, and the bridesmaids will be the Misses Louise Freeman, Marjorie Winants, Marguerite Broughton, Adele Grenet, Mrs. Arthur Foster and Mrs. W. G. Wrightson. The flower girls will be Miss Peggy Lynch and Miss Maud Bush. Dr. Walton Graft is to serve as best man, and the ushers are to include Lyndon Stoutenburgh, James Hine, S. V. B. Brewster, William E. Swindell, John B. Breckinridge, and W. G. Wrightson.

After the church ceremony a reception will be held at Lynx Hall, the home of the bride's parents. Mrs. Lynch will entertain the bridal party on Tuesday evening.

Mrs. Dougan Weds Dr. D. E. Taylor.

The marriage of Mrs. Kate Hathaway Dougan to Dr. D. Everett Taylor, both formerly of Connecticut, but now of this city, took place at noon yesterday in the Church of the Transfiguration. The Rev. Dr. Houghton, rector of the church, officiated. The bride's father, Amos Hathaway of Hartford, Conn., gave her in marriage. She was unattended, and was dressed in a white traveling suit with a black picture hat and wore a corsage bouquet of gardenias. Herbert L. Haskell acted as best man. Following the ceremony a wedding breakfast was held, and later the couple left for their honeymoon. Upon their return they will reside at the Wyoming Apartments, Seventh Avenue and Fifty-fifth Street.

Capt. Richard Thomas to Wed To-day

Capt. Richard M. Thomas, who is stationed at Fort Oglethorpe, Georgia, and Miss Marjorie Clay of Halifax, England, will be married to-day at the Church of the Heavenly Rest, the Rev. Herbert Shipman officiating. Miss Clay will arrive on the Mauretania to-day, accompanied by her brother Bernard.

SOCIAL NOTES.

There were no fashionable dances in town last night. The subscription dance at the Colony Club, organized by Mrs. R. L. Livingston and Mrs. Howland Davis, was abandoned, and so was another small dance that was to have followed one of yesterday's weddings. Many also sent regrets to various dinners for the evening. The Executive Committee of St. George's Society announces that its annual dinner has been indefinitely postponed owing to the Titanic disaster.

Mrs. Irwin A. Powell will give a reception this afternoon at 10 East Ninety-sixth Street.

Dr. Arthur W. Swann and Mrs. Swann (Miss Susan Sedgwick) may be congratulated upon the birth of a daughter. Mrs. Swann is a daughter of Arthur G. Sedgwick, and Dr. Swann is a son of Mrs. John Swann of Stockbridge, Mass.

Mrs. John Leslie Gulick and Mrs. J. Leslie Momand will give an at home on Saturday, April 27, from 4 to 7, at 15 East Thirty-eighth Street.

Mrs. Daniel Payne Griswold, who spent the Winter in France, will sail for this port next week and will open her Lenox estate the 1st of May.

The Junior Auxiliary, or the Riverside Day Nursery, will give a dance at the Plaza this evening in aid of the nursery. Tickets may be had at the Plaza. Mrs. W. P. Hardenbergh, Mrs. Clarence Eagle, and Mrs. Alphonse Alker are among the patronesses.

Mr. and Mrs. Taber Sears will give the first of two receptions this afternoon at their studio, 2 West Fifteenth Street.

Mr. and Hrs. E. Kirk Haskell, (Miss Gladys Clarkson,) who sailed shortly after their wedding for Jamaica, will return May 1 and open their home in Morristown, N. J.

Mrs. Stuyvesant Fish gave a dinner last evening at her residence for Mr. and Mrs. Bradley Martin. Spring flowers were the decorations, and there was no entertainment following the dinner.

Mr. and Mrs. Roger Minton will open their country home at Brightwater, Bay Shore, L. I., on May 10 for the Summer.

The second sale in aid of two model flats for the instruction of poor girls will be held to-day at the residence of Mrs. John Greenough, 38 East Sixty-third Street. Mrs. Greenough is Honorary Vice President of the committee in charge of the flats.

Mr. and Mrs. Joel Nott Allan will give a tea to-day at their studio, 58 West Fifty-seventh Street.

Mrs. Chauncey Kerr will give a bridge at Sherry's this afternoon.

MISS ELLEN ROGERS ENGAGED.

Mr. and Mrs. Archibald Rogers's Daughter to Wed Kenneth B. Schley.

Mr. and Mrs. Archibald Rogers announce the engagement of their daughter, Miss Ellen H. Rogers, to Kenneth B. Schley.

Miss Rogers made her début about four years ago, and is a sister of Anne P., Herman L. Rogers, Edmund P. Rogers, and of Rae H. Rogers, who married Miss Marguerite Rogers, and William C. Rogers of Arizona. Mrs. Rogers was formerly Miss Anne C. Coleman. The Rogers have a town house at 35 West Fifty-third Street, and a country estate, Crumwald Hall, at Hyde Park, N. Y.

Mr. Schley is a son of Grant B. Schley of the firm of Moore & Schley, and a brother of Chaloner B. Schley and Grant B. Schley, Jr., who married Miss Jane Plummer. His sister, Miss Evelyn Schley, married Max H. Behr. His mother before her marriage was Miss Lisbeth Baker. He is a member of the New York Stock Exchange. He was graduated from Yale in 1904, and is a member of the Metropolitan, Meadow Brook, New York Athletic, Riding, Racquet, Whippany River, and other clubs.

The Schley town house is 845 Fifth Avenue, and Froh Heim Farm is at Far Hills, N. J.

FACKNER—PRATT WEDDING.

Miss Lucy B. Pratt Bride of L. E. Fackner in Brooklyn.

Miss Lucy Brace Pratt, daughter of Dr. and Mrs. William H. B. Pratt, was married to Leonard Edward Fackner last evening at the home of her parents, 94 Sixth Avenue, Brooklyn. The Rev. Dr. George P. Mainf, who had also christened the bride, performed the ceremony.

The maid of honor was Miss Marilla Houghton Pratt, and carrying the ropes of smilax which formed the aisle for the bridal party, were the Misses Miriam Crowell of Dorchester, Mass.; Anna Wight of Glenridge, Dorothy Fackner, Jennie Copeland, Harriet Love, Nellie Hubbs, Rachel Burnet, and Mary Peck of Brooklyn. Mr. Fackner, who is the son of Mr. and Mrs. Edward Fackner, had as best man, Thomas Johnson Allen of New York, and the ushers were William Brace Pratt, Howard Doriss of Boston, Walter Franklin, and Allen Taylor of Brooklyn.

The bride is a niece of Mr. and Mrs. Elijah Robinson Kennedy, and is a graduate of the Packer Institute. Mr. Fackner is a graduate of the Polytechnic and Cornell.

KAHN-TIGNER WEDDING.

Daughter of Mrs. Pauline Tigner Married to Maxwell Kahn.

Miss Helen J. Tigner, daughter of Mrs. Pauline Tigner, was married at noon yesterday at the home of her mother, 151 West 118th Street, to Maxwell Kahn of this city. The Rev. Dr. Lissman officiated and the ceremony was witnessed by only the relatives and a few friends.

The bride was gowned in a trailing white satin robe trimmed with duchesse lace and her veil of tulle was caught up with a spray of orange blossoms. Her only ornament was a diamond necklace, the gift of the bridegroom. She was attended by Miss Julia Deiches as maid of honor, who wore a gown of pink and blue topped with a hat of pink satin trimmed with blue flowers and tulle. She carried pink roses.

Dr. Benjamin Kahn was his brother's best man.

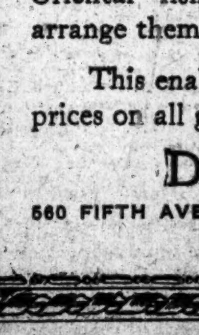
Following the ceremony a reception was held and later the couple left for the South, where they will spend their honeymoon. Upon their return they will live in this city.

Celebrate Marriage Anniversary.

Mr. and Mrs. Wright Barclay gave a small dance last night at their home, 7 West Eighty-first Street. Preceding the dance a supper was served at small tables, during which a vaudeville performance was given on a stage. The party was to celebrate the first anniversary of the marriage of Mr. and Mrs. Barclay. Among the guests were Mr. and Mrs. J. Stevens Ulman, Mr. and Mrs. J. Ledlie Hees, Mr. and Mrs. Oakley Vander Poel, Jr., Mr. and Mrs. George Le Boutellier, Mr. and Mrs. George Provost, Mr. and Mrs. J. Victor Onativia, Jr., Mr. and Mrs. Crosby Thompson, Mr. and Mrs. H. Wecks, Mr. and Mrs. Howard Coolidge, Mrs. Alfred Conkling, Miss Madeline Wemple, Miss McKenna, Miss Isabelle Allan, Miss Marguerite Watson, Dongon de Peyster, Henry Batcheller, Carlisle Boyd, Ernest Ayrault, Herbert Seymour, E. R. Walker, Henry Haskins, and Joseph Vernon.

President Agar Gives a Dinner.

John G. Agar, President of the National Arts Club, gave a dinner last night in the galleries of the club in honor of Emerson McMillin. Among those present were Charles R. Lamb, William T. Evans, John De Witt Warner, William B. Howland, Alexander Konta, Robert L. Harrison, Mr. and Mrs. Frederick S. Lamb, Charles de Kay, Douglas Volk, Alexander Van Laer, J. Earl Clauson, Mrs. Charles J. Carpenter, Mrs. Sarah MacDonald Sheridan, Mrs. Frederick D. Nye, Mrs. Harry Watraus, Miss Maud Mason, Miss Myra B. Martin, Walter A. Johnson, George F. King, Bert Hanson, John W Alexander, and Henry Snell.



IT'S the little things that give the greatest comfort in Summer time, ice for instance, and

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for windows and piazzas. Easily operated. Very durable and artistic. Pulls up out of sight when desired. Send for Venetian Catalogue A1. Models on view at salesroom.

JAS. G. WILSON M'F'G CO., 8 to 9 WEST 29TH ST., N. Y.

ITALIAN WARSHIPS SHELL DARDANELLES

Two Forts Bombarded — Return Fire Said to Have Badly Damaged One of the Vessels.

PORTE PROCLAIMS BLOCKADE

Sultan at Opening of Parliament Declares Turkey Will Maintain Her Sovereign Rights.

CONSTANTINOPLE, April 18.—It is officially announced that twenty-seven Italian warships to-day bombarded the Forts Kilid-ul-Bahr and Sedd-ul-Bahr, at the entrance of the Dardanelles, for two and a half hours. They then withdrew.

One Turkish soldier was killed.

It is reported that in the return fire from the forts a shell struck and badly damaged one of the warships.

The Porte has proclaimed a blockade of the Dardanelles.

The Sultan, in his speech at the opening of Parliament to-day, referring to the war in Tripoli, said:

"We desire peace, but that peace must be on the condition of an effective integral maintenance of our sovereign rights."

LONDON, Friday, April 19.—Chancellor of the Exchequer Lloyd-George announced in the House of Commons last night that a dispatch from the British Ambassador at Constantinople stated that the Italians had attacked the outer forts of the Dardanelles.

WASHINGTON, April 18.—An official dispatch from the Foreign Office at Constantinople to the Turkish Embassy says four large Italian warships, accompanied by torpedo-boat destroyers, attacked a Turkish fort at the entrance to the Dardanelles.

The fort returned the fire, and one of the large battleships received severe injuries, causing her to leave the fighting line.

After three and a half hours' fighting, it is asserted, the Italian vessels were repulsed.

Another fleet of Italian vessels bombarded the barracks and ammunition depots on the Island of Samos.

ATHENS, April 18.—Two divisions of Italian war vessels, each comprising a dozen ships, passed Skyro Island, in the Aegean Sea, yesterday, sailing to the north.

TENEDOS, Aegean Sea, April 18.—An Italian fleet consisting of fifteen vessels was sighted here to-day, bound in the direction of Sedd-ul-Bahr, at the entrance of the Dardanelles.

Sedd-ul-Bahr is the most extensive fortress on the Straits.

Occasional firing of big guns has been heard, coming from the direction of the Island of Imbros.

Owing partly to what, despite frequent Italian reports of victories, is generally regarded as an impasse in Tripoli, it has been expected for some time that the Italians would extend their sphere of operations, and Turkey has been preparing for an attack on the Dardanelles.

The forts on the Straits and in the vicinity were recently reinforced, and the Turkish Government notified the powers that the channel had been mined. That a large number of mines were laid was indicated by the extreme precautions that were ordered for all vessels passing through the Dardanelles, each ship having to be escorted by two Turkish vessels.

A month ago it was reported that an Italian fleet approached within fifty miles of the Dardanelles with the intention of occupying some of the islands in the Aegean Sea.

The Dardanelles, which separate Southeast Europe from Southwest Asia, are about forty-two miles long, with a breadth varying from one to four miles. The straits unite the Sea of Marmora with the Aegean Sea. The European shores are steep and sterile, while the Asiatic shores are fertile and sloping. The straits are strongly fortified on both sides with many guns of large calibre.

A treaty concluded in 1841 between the five great powers and Turkey provided that no foreign warship should pass through the Dardanelles without the permission of the Porte. Various attempts have been made since then, especially by Russia, to obtain a modification of this arrangement, but Turkey has held to it more stubbornly than to almost any other of her treaty rights.

LATEST CUSTOMS RULINGS.

Imitation Silk and Other Cottons Lower—Other Decisions.

The Board of United States General Appraisers yesterday upheld a contention raised by the R. B. McClea Company regarding the classification of artificial silk and cotton fabrics. The merchandise was assessed at 50 per cent. ad valorem under the provisions of the Tariff act of 1897. Judge Howell claims that the Collector erred in his assessment, and that the merchandise should be admitted into the United Stateh at the lower rate of duties provided for in Paragraph 306.

S. A. Kats, an importer, set up the contention that elastic belts used by women with more or less metal apparatus should pay duty at the rate of 60 per cent. on the value under the Tariff act of 1897. Collector Loeb thought that the merchandise came in the paragraph for jewelry. The board's decision, however, takes the position that the goods as they stand are not jewelry, and must be allowed to enter this country at the lowest rate provided for by the American customs.

Thomas Prosser & Son were overruled yesterday in a protest involving certain steel shafts. The merchandise was held dutiable at 45 per cent. ad valorem, whereas the importers maintained that the goods should be dutiable at lower rates under Paragraph 135 as steel bars. Judge Fischer, after a review of the testimony, reaches the conclusion that the protest was ill-founded, and must be overruled. The Collector is affirmed.

Blaze on the Mary Powell.

The steamboat Mary Powell, owned by the Albany Day Line, caught fire early yesterday morning while undergoing repairs at the dry dock of Tietjen & Lang, at the foot of Seventeenth Street, Hoboken, but the flames were quickly extinguished and the damage was slight. There are no other large boats in the dry dock, and at no time were the flames in danger of spreading.

MARY GARDEN HERE AGAIN.

Renews Her Contract with Chicago for Next Season—Sails May 18.

That Miss Mary Garden will return to this country next season as a member of the Chicago-Philadelphia Opera Company was decided yesterday. She has also signed a contract to sing eight performances with the Boston Opera Company. Mr. Dippel also announced yesterday that the arrangements had been completed for the Western tour of the company, which includes the opening of the new Tivoli Opera House in San Francisco.

Miss Garden will probably sing next season for the first time in this country the title part of Fevrier's "Monna Vanna." She may also sing "Roma," the newest work by Massenet, which has recently been produced at Monte Carlo. She was booked to return to Europe on the Titanic on May 11. Now she is booked on the George Washington on May 18.

WEDDED IN SACRED GROTTO.

Mary Gibney and A. E. Jones Wed in Our Lady of Lourdes.

Miss Mary H. Gibney, daughter of Mrs. Eugene Gibney of 500 West 143d Street, was married yesterday morning at 7 o'clock to Arthur Eaton Jones in the Sacred Grotto of the Church of Our Lady of Lourdes. The nuptial mass was conducted by the Rev. Joseph H. McMahon, and is the first and only ceremony of its kind to be solemnized in the celebrated Grotto.

The bride's only attendant was her sister, Miss Elizabeth A. Gibney. Philip L. Jones was his brother's best man. Miss Gibney's brother, Eugene E. Gibney, gave her in marriage.

Following the ceremony a wedding breakfast was served at the bride's home, only the members of the immediate families being present.

Mr. and Mrs. Jones left for Atlantic City on their honeymoon. Mr. Jones's first wife, who died about two years ago, was Miss Ethel Gibney, a sister of the bride.

WEDDED AT SHERRY'S.

Miss Edith Schmidt of San Francisco Married to Carl M. Forsch.

The wedding of Miss Edith Lewis Schmidt, daughter of Mr. and Mrs. Maurice Schmidt of San Francisco, to Carl M. Forsch of this city, took place at 4:30 yesterday afternoon in the small ballroom at Sherry's. The Rev. Dr. Stephen Wise officiated.

The bride wore a gown of white satin trimmed with point lace. Her veil was of tulle appliqued with rose point lace. She carried a shower bouquet of lilies of the valley and roses. A string of pearls, the gift of the bridegroom, was the only ornament she wore.

She was attended by her sister, Mrs. J. Mortimer Shear, who was her only attendant. She wore a pannier dress of apricot taffeta trimmed with rosebuds and topped with a large leghorn hat.

Albert Forsch was his brother's best man, and the ushers were Sidney and Herbert Forsch, brothers of the bridegroom; Dudley Fischer, Milton Frank, Walter Blun, Albert Solomon, and J. Mortimer Shear.

A reception was held after the ceremony for relatives and intimate friends. Mr. and Mrs. Forsch will sail next week for Europe. Miss Schmitt has made her home this Winter with her aunt, Mrs. Jefferson Seligman, 11 East Sixty-ninth Street.

MARRIED AT DELMONICO'S.

Miss Lillian Silk the Bride of Harry Bloom

Miss Lillian Silk, who lives at the home of her brother, Louis A. Silk of 843 West End Avenue, was married at Delmonico's at 6:30 o'clock yesterday evening, to Harry Bloom of this city.

The bride wore a trailing gown of heavy corded satin draped with chiffon and trimmed with point de venise lace. Her veil of tulle was caught up with a chaplet of orange blossoms. She carried a showed bouquet of lilies of the valley and white orchids. She was attended by her two sisters, the Misses Fannie and Lottie Silk, who wore gowns of pale blue trimmed with chiffon and beaded lace. They carried pink roses.

Michael Bloom attended his brother as best man.

Following the ceremony a reception was held for relatives and intimate friends. Mr. and Mrs. Bloom left later for Atlantic City, where they will spend some time, and early next month they will sail for Europe. Upon their return they will live at Riverside Drive and 113th Street, where they have taken an apartment.

Symphony Concerts in Aeolian Hall.

At a meeting of the Directors of the Symphony Society of New York, held last Friday at the residence of the President, H. H. Flagler, 32 Park Avenue, the recommendation that the concerts be moved next season from the Century Theatre to the new Aeolian Hall, in West Forty-third Street, met with unanimous approval. The Friday afternoon series of educational concerts will be continued, as well as the usual series of sixteen Sunday afternoon concerts. Soloists and dates will be announced later.

Mme. Tetrazzini to Sail April 24.

Mme. Luisa Tetrazzini will sail for Europe on the Mauretania on April 24. Max Hirschfield will conduct the orchestra at her concert at the Hippodrome next Sunday evening, which will be her final appearance in America this season.

Willed His Brain to Science.

CHICAGO, April 18.—It has become known here that the brain of the late Vladimir Koch, Assistant Professor of Pharmacology in the University of Chicago was willed to Wistar Institute of Philadelphia. The brain was found to be heavier than the average, it is said by Miss Mathilde Koch, sister of the professor, and it will be examined by brain specialists in several American colleges.

Exonerate Maryland Auditor-elect.

ANNAPOLIS, Md., April 18.—State Auditor-elect John P. O'Malley was to-day exonerated of the charge of attempted bribery by the Grand Jury. O'Malley was accused by W. D. Smallwood, a member of the Maryland House of Delegates, with having offered him $2,500 to vote against the Local Option bill, then pending in the Legislature.

Mayor's Suit in U. S. Court.

Special to The New York Times.

TRENTON, April 18.—The suit brought by Dr. William J. Arlitz of Hoboken to recover $3,000 from Mayor Gaynor for medical attention at the time the Mayor was shot, was removed to-day from the New Jersey Supreme Court to the United States Court upon order of Justice Swayze, the defendant being a non-resident of the State.

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FOUR HELD FOR FRAUDS.

Post Office Inspectors Say Swindle May Be $50,000.

Four men were arrested yesterday by Post Office Inspectors Hugh McQuillan, H. A. Barber and R. J. Pollitt on the charge of using the mails to defraud. One of the defendants, Samuel Koller, son-in-law of the late "Mother" Mandelbaum, a well-known fence, was arrested six weeks ago for a similar offense, and the others are Edgar A. Whitney, Samuel L. Lederer and Edward Eggenberger.

Chief Post Office Inspector Warren W. Dickson said yesterday that the men had obtained a large amount of goods, perhaps $50,000 worth, in the last few months by giving orders through bogus firms, the names of which closely resembled those of well-known houses. The goods were obtained on sixty and ninety days' credit and were immediately sold to auction room dealers who asked no questions and to fences. The names they operated under according to the Post Office Inspectors were the Amity Construction Company of 154 Nassau Street, the Oakland Construction Company of 87 Nassau Street, H. Wilson of 271 West 125th Street and the Consolidated Dry Goods Company of Canal Street and Broadway.

The defendants were arraigned yesterday before Commissioner Shields and were held in $3,000 bail each for examination next Wednesday.

H. J. GRANT LEFT $9,245,000.

Most of Estate Will Be Divided Among Children.

Hugh J. Grant, former Mayor of this city, left an estate valued at $9,245,476.39, of which $8,515,692 is personalty, according to the appraisal filed yesterday in the Transfer Tax Office of the Surrogates' Court by Deputy State Controller Wallace S. Fraser. His realty, including his home at 20 East Seventy-second Street, worth $175,000, is valued at $729,784. His other larger holdings are 41 Maiden Lane, valued at $275,000; 97 to 103 Horatio Street, $85,000; 90 and 92 Gansevoort Street, $14,000 each; 309 and 311 East Fifty-fifth Street, $34,000 each. He owned small interests in three other pieces of property.

A large part of Mr. Grant's securities were stocks and bonds of gas, oil, electric light, and power companies. The most valuable of these are 6,065 shares of the Consolidated Gas Company, worth $826,356.25. He had a few railroad stocks and a small amount of commercial paper.

According to the terms of the will Mr. Grant left all his property to Julie M. M. Grant, his wife. He gives her $500,000 as a legacy and $300,000 to dispose of as she wishes. At her death the estate is to be divided between Edna M. and Julie M. Grant, his daughters, and Hugh J. Grant, his son.

OLD EAST NEW YORKERS DIE.

The Rev. Wm. L. Palmer and His Nephew, Noyes F. Palmer, Engineer.

East New York lost two of her oldest residents yesterday in the deaths of the Rev. William L. Palmer, 92 years old, ten years ago converted to Catholicism after having been a Baptist minister for fifty years, and his nephew, Noyes F. Palmer, sixty-six years old, a prominent Brooklyn engineer and surveyor and expert on waterfront property holdings back to their possession by the Indians. Noyes Palmer died at 8 o'clock yesterday morning at his home, 150 Snediker Avenue, from apoplexy, a stroke of which he suffered a week ago.

His uncle died two hours previously in St. Catharine's Hospital, Williamsburg, from shock and blood poisoning, resulting from a fracture of a leg, received in a fall.

William L. Palmer was a bachelor, making his residence with his sister-in-law, Mrs. George Washington Palmer, in an old mansion at Van Sicklen and Glenmore Avenues. Noyes Palmer leaves a widow and four children.

Rev. Joseph Aloysius Sullivan.

The Rev. Joseph Aloysius Sullivan, for fifteen years rector of St. Aloysius's Roman Catholic Church, in West Side Avenue, Jersey City, died Wednesday at midnight at the rectory. He had been ill six weeks with complicated diseases.

Father Sullivan was born in New York Jan. 11, 1860, and was graduated from St. Francis Xavier's College in June, 1879, and was ordained a priest at Seton Hall May 19, 1883. He served as assistant in St. Joseph's and St. Michael's Churches, in Jersey City; St. Columba's Church, Newark; St. John's, Paterson, and Feb. 28, 1892, was made pastor of the Church of Our Lady of Mount Carmel, Ridgewood, and served in that capacity until he was assigned to the new St. Aloysius Parish, in Jersey City, in 1897.

Col. Isaac F. Mack.

CLEVELAND, Ohio, April 18.—Col. Isaac F. Mack of Sandusky, Ohio, for forty years editor of The Sandusky Register, one of the earliest members and Directors of The Associated Press and formerly commander of the Ohio Grand Army of the Republic, died suddenly of apoplexy to-day while in a store with his wife. Col. Mack was born in Monroe County, N. Y., in 1838. He was graduated from Oberlin College, and began the practice of law in Chicago. He served in the Seventh Ohio Infantry during the civil war. Col. Mack was one of the founders of the Soldiers and Sailors' Home, Sandusky, and the Soldiers' Orphans' Home of Sandusky.

Commander Frank E. Sawyer.

Commander Frank E. Sawyer, U. S. N., (retired,) died suddenly at his home in Newton, Mass., Wednesday night. During the Spanish-American war Commander Sawyer was on duty on the gunboat Fern in Cuban waters. In the Russo-Japanese war he commanded the gunboat Helena, which was stationed at Newchwang.

Obituary Notes.

The Rev. FATHER JOHN SHERIDAN, 65 years old, pastor of Holy Cross Church, Louisville, Ky., died in Louisville Wednesday night of cancer. He was a native of Ireland.

Vice President J. W. SKINNER of the Northwestern Mutual Life Insurance Company of Milwaukee, Wis., died yesterday afternoon from a stroke of apoplexy. He was First Vice President of the company and was for many years Secretary. Mr. Skinner was 74 years old.

JOHN J. BERGEN, who was descended from one of the earliest families on Long Island, died on Tuesday at his home, 643 Flatbush Avenue, Brooklyn. He was the son of Cornelius Bergen and was 46 years old. A widow and a daughter survive him.

JOSEPH H. GOODWIN, an expert accountant and founder of the Audit and Accounting Company of 1,215 Broadway, died on Wednesday at his home, 555 West 173d Street. Mr. Goodwin was the author of "Goodwin's Improved Bookkeeping and Business Manual." He was 58 years old and is survived by a widow and three children.

FRANK H. GREEN, died on Wednesday at his home in Heywood Avenue, Orange, N. J. He was a manufacturer of chairs for many years. Mr. Green is survived by a widow and one son.

WILLIAM GRAY BROOKS, a brother of Dr. Phillips Brooks, and the last of several famous brothers, died on Tuesday at his home in Boston. He was 77 years old.

JULIA COGGSWELL CLARKE, for twenty years an instructor in the classics at Chauncey Hall School, Boston, died on Wednesday at her home, 14 Egleston Street, Boston. She was 68 years old. Miss Clarke's father was at one time the Attorney General of New Hampshire.

HAMILTON M. ROSS, who was prominent in Democratic politics in Passaic, N. J., died on Wednesday at his home. He was 76 years old.

WILLIAM McCREARY, who was well-known in racing and sporting circles, died on Wednesday in Cincinnati, Ohio, following injuries received several months ago when he fell down a stairway at his apartment.

A. C. STEWART, many years ago a member of the Chicago National League Baseball Club, is dead at Terre Haute, Ind. He was 43 years old.

Mrs. EMMA HEIDE, a daughter of Richard Schlepegrell, a composer, died on Tuesday at her home, 39 Kingston Avenue, Brooklyn. Mrs. Heide was born in Brooklyn, thirty-eight years ago. Her husband survives her.

CLINTON J. PARRY, head of Williams & Tanner Company, Fort Plain, N. Y., died yesterday at Fort Plain from pneumonia. He was 43 years old.

HENRY STRATER, one of the best-known tobacco manufacturers in the country and President of Strater Brothers Tobacco Company, died at his home in Louisville, Ky., Wednesday night. He was 61 years old. Mr. Strater was born in Evansville, Ind.

GEORGE A. BULLOCK, a street inspector connected with the Department of Highways of Philadelphia, died from apoplexy yesterday at his Summer home in Mount Holly, N. J. He leaves a widow.

WALTER EDWIN ALLUM died Wednesday at his residence in West New Brighton, S. I. He had been connected with the firm of Jardine, Matheson & Co., Ltd., 74 Wall Street, for thirty-seven years, having represented them in China before coming to this country in 1891. Mr. Allum was born in London and was 57 years of age. He leaves a son.

GEORGE DORER, who served eleven years as Township Committeeman and City Councilman, and lately was a member of the State Board of Agriculture, died yesterday at his home in East Orange, N. J., of heart disease. Mr. Dorer was a native of Alsace-Lorraine, and was seventy-six years old. He had lived sixty years in East Orange, and retired from business as a dairyman in 1890. Mr. Dorer was a member of the Republican Club of East Orange. His widow and three sons survive him.

JOHN R. DOSCHER, a Director of the Schultz Bread Company and for thirty-three years a member of the New York Produce Exchange, died yesterday at his home, Glen Cove, L. I. He was 64 years old and a native of this city. Mr. Doscher leaves a wife and two daughters.

$500,000 Needed to Help Cancer Patients

We have reached a crisis in our work. With money we can purchase an addition to our present well-equipped plant that would give us double our present capacity.

This Hospital is supported by voluntary contributions, and all of its 100 beds are occupied. Will you not help us to receive the scores of sufferers who come to us for treatment, and for whom we have no room?

The recent purchase and installation of the most advanced apparatus for the treatment and relief of cancer have brought a flood of cases to us demanding care.

NEW YORK SKIN AND CANCER HOSPITAL, 2d Ave., Cor. 19th St., New York City.

J. CLEVELAND CADY, President.
J. EDWARDS WYCKOFF, V-Pres.
W. R. SHEFFIELD, Secretary.
ALFRED R. KIMBALL, Treasurer.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Married.

BARTLETT—SCHNAKENBERG.—On Wednesday, April 17, at the Church of the Heavenly Rest, by the Rev. Herbert Shipman, rector, assisted by the Rev. Duncan H. Browne, rector of Christ Church, New Brighton, S. I., Anna Kate, daughter of Mr. and Mrs. Daniel Schnakenberg of New Brighton, S. I., to Edward Everett Bartlett, Jr., of New York.

BROWN—JAQUITH.—Emma Amelia Jaquith to De Witt Edwin Brown, at the First Presbyterian Church, East Orange, N. J., April 17.

GREEN—McDERMOTT.—At the rectory of St. Patrick's Cathedral, April 18, 1912, Thomas E. Green to Elizabeth McDermott.

CRAFT—SMITH.—April 15, Evelyn A. Smith to Gustin Craft.

JACKSON—LEVY.—April 7, Irene Levy to Mortimer J. Jackson.

MAXFIELD—ERFF.—April 17, Gertrude Erff to Thomas Maxfield.

MILES—CAMP.—April 17, Sidney S. Camp to Walter P. Miles.

SCOTT—TOMLINSON.—April 17, Edna E. Tomlinson to Griffith G. Scott.

WILLIAMS—THEILMANN.—April 17, Ellie J. Theilmann to Sydney A. Williams.

Brooklyn.

BARLEY—GUBNER.—April 17, Edner O. Gubner to Harry W. Barley.

CURREN—SWIFT.—April 17, Margaret M. Swift to Leo J. Curren.

FITZSIMMONS—KELLER.—April 14, Elizabeth Keller to Francis Fitzsimmons.

HINTEN—GORMAN.—April 17, Alice G. Gorman to William J. Hinten.

JOSEPH—SILSBE.—April 17, Cecilia Silsbe to Harry Joseph.

SCHMELTZER—MORRISON.—April 17, Florence D. Morrison to Julius R. Schmeltzer.

WADDELL—WILSON.—April 17, Maud M. Wilson to Ralph H. Waddell.

WHITE—McCALDIN.—April 17, Bessie McCaldin to Archibald H. White.

WISE—NELSON.—April 17, Minnie F. Nelson to Theodore H. M. Wise.

Newark.

BOYD—ROBSON.—April 16, Doris E. Robson to William N. Boyd.

GREGSON—TAYLOR.—April 16, Beatrice Taylor to Stephen E. Gregson.

MILLER—SCHICKHAUS.—April 16, Annie R. Schickhaus to Charles H. Miller.

PALMER—CAHILL.—April 17, Agnes L. Cahill to Fred W. Palmer.

TEELING—O'MALLEY.—April 16, Elizabeth D. O'Malley to Thomas P. Teeling.

WAXMAN—LEVY.—April 16, Ida Levy to Alexander Waxman.

Died.

ALLEN.—On April 17, 1912, Augustus H. Allen. Funeral services at his late residence, 206 Bedford Park Boulevard, New York City, Friday, April 19, at 11 o'clock A. M. Carriages will be at the Bronx Park Station of the Third Avenue Elevated Railroad at 10:45 A. M. Please omit flowers.

ALLUM.—Suddenly, on April 17, at his home, 109 Henderson Av., New Brighton, Walter Edwin, eldest son of the late Edwyn and Mary Allum. Funeral services will be held at St. Mary's Church, corner of Castleton and Davis Avs., West New Brighton, on Saturday, April 20, at 3 P. M. Interment private. London and China papers please copy.

BANGS.—On Thursday, April 18, 1912, Julia Frances Bangs, daughter of the late Lemuel and Julia A. Bangs. Funeral services on Saturday, April 20, 1912, at 2 P. M., St. Paul's M. E. Church, West End Av. and 86th St.

BERGOLD.—On Thursday, April 18, Henry, beloved son of the late Henry and Anna Bergold, aged 18 years. Funeral services at his late residence, 1,370 Putnam Av., Brooklyn, Sunday, April 21, at 2 P. M. Interment at Lutheran Cemetery. Chicago papers please copy.

BIGLEY.—Suddenly, in Philadelphia, Elizabeth M. J., wife of the late Frank Bigley. Notice of funeral hereafter.

BOYD.—On Thursday, April 18, 1912, Robert Cornell Boyd, in the 92d year of his age. Funeral services will be held at his late residence, 409 West 21st St., on Saturday, April 20, at 11:30 A. M. Interment at Woodlawn. Special train will leave Grand Central Station on arrival of carriages.

CONNOLLY.—On April 17, Elizabeth, beloved mother of Nellie E. Fitzpatrick, at 51 South 17th St., Flushing, L. I. Interment Calvary Cemetery, Saturday, 1:30 P. M.

DEDERICK.—On April 17, Clara B., daughter of the late Charles J. Harris and widow of Edward H. Dederick. Service at Campbell's Funeral Church, 241 West 23d St., Saturday afternoon at 2 o'clock. Friends are invited.

DOSCHER.—On Thursday, April 18, 1912, John R. Doscher, in the 64th year of his age. Funeral services at his late residence, Carpenter and Lafayette Avs., Sea Cliff, L. I., Sunday, April 21, at 3:30 P. M. Trains leave Pennsylvania Station at 1:56 P. M. and Flatbush Av., Brooklyn, at 2 P. M. Please omit flowers.

LE BRASSE.—April 17, 1912, Joseph O. Le Brasse, aged 55. Services at Stephen Merritt's new chapel, 8th Av. near 21st St., Saturday, 11 A. M. Baltimore, Md., papers please copy.

HANNA.—On Wednesday, April 17, 1912, Angelina W., youngest daughter of Eliza Saumer and the late Samuel Hanna. Funeral services will be held at her late home, 440 Washington Av., Belleville, N. J., on Saturday, April 20, at 2:30 P. M. Interment private.

HARRIF.—April 18, Mary Elizabeth, beloved wife of Daniel Harrif. Funeral Sunday, 1 o'clock, 236 38th St., Brooklyn.

HARTWIG.—April 17, Frederick Hartwig, aged 73 years. Chapel Stephen Merritt Burial and Cremation Company, 8th Av. and 19th St., Saturday, 12:30.

KENNARD.—Bridget, nee Connor, beloved wife of the late James Kennard, native of Dublin, Ireland. To be buried from the residence of her daughter, Mrs. Bernard Keenan, 1,287 1st Av., New York City, on Friday afternoon, 2 P. M.

LE ROY.—On Wednesday, April 17, 1912, after a long illness, Clementina Barnewall, wife of Edward A. Le Roy and daughter of the late Archibald M. Pell and Catherine B. Rutgers, in the 78th year of her age. Funeral services at the Church of the Heavenly Rest, 5th Av. and 45th St., on Friday, at 10 o'clock A. M.

MADDERN.—In New York City, on Thursday, April 18, 1912, Mary Maddern. Notice of funeral hereafter.

NICHOLS.—On Tuesday, April 16, 1912, at Saranac Lake, N. Y., in the 37th year of her age, Margaret Isabell Augusta, daughter of the late John A. Nichols and Elizabeth British Garthwaite, died. Funeral private.

PURDIN.—Helen Eloise, widow of William A. Purdin. Service at her late home, 131 Stuyvesant Av., Arlington, N. J., Friday evening.

REDMAN.—On April 17, Henrietta M., widow of the late James H. Redman. Funeral services at the residence of her daughter, Mrs. Clarence W. Taylor, 251 West 103d St., on Saturday, April 20, at 1:30 P. M. Interment private.

SEWARD.—At Goshen, N. Y., April 17, 1912, Matie Cory, wife of Dr. Frederick W. Seward. Funeral service on Saturday at 12 o'clock noon at her late residence. Train leaves Jersey City, Erie Station, 9:30 A. M.

SEYBEL.—On April 17, after a short illness, Laura Morton Seybel, wife of Daniel Edward Seybel. Funeral services will be held at St. Bartholomew's Church, corner 44th St. and Madison Av., on Saturday morning, April 20, at 10:30.

SEYBEL.—The New York City Chapter, Daughters of the American Revolution, announces with sorrow the sudden death of its member, Lalla Morton, wife of Daniel Edward Seybel, on April 17. Funeral services will be held at St. Bartholomew's Church, corner 44th St. and Madison Av., on Saturday morning, April 20, at 10:30 o'clock. Members are requested to attend.
Mrs. M. C. MURRAY HYDE, Sec.
Mrs. DONALD McLEAN,
Regent and Honorary President General.

SOUNDSTROM.—On Tuesday, April 16, 1912, at Saranac Lake, N. Y., in the 37th year of her age, Margaret Isabell Augusta, daughter of the late John A. Nichols and Elizabeth Brittin Garthwaite of Newark, N. J. Funeral private.

STORRS.—At North Salem, N. Y., on April 18, 1912, Cornelia Storrs, wife of the late Richard A. Storrs. Funeral at her late residence on Saturday, April 20, at 12 noon. Interment at Woodlawn Cemetery at 4 P. M. Saturday. Carriages will be in waiting at Purdys, N. Y., on arrival of train leaving Grand Central Depot at 8:10 A. M.

WEIL.—On April 18, Ray, (nee Schulhofer,) beloved wife of Samuel Weil, and devoted mother of Belle Lederman, Max S., Daisy Fried, and Stella Rubenstein. Funeral services Sunday, April 21, 10 A. M., at Temple Israel, 120th St. and Lenox Av.

WEILL.—Members and seatholders of Temple Israel, Harlem, are requested to attend funeral of late Mrs. Ray Weill, wife of our Trustee, Mr. Samuel Weill, Sunday, April 21, at 10 A. M., from the temple.
DANIEL P. HAYS, President.
LEWIS COON, Hon. Secretary.

CARAINICO.—John G., 770 10th Av., April 16.
CARREN.—John, 387 East 4th St., April 16.
GILBRIDE.—James C., 429 Park Av., April 17. Funeral to-morrow, 10 A. M.
GOODWIN.—Joseph H., 555 West 173d St., April 17.
HACKETT.—James, 1,596 2d Av., April 17. Funeral to-day, 2 P. M.
JUNGERMANN.—John J., 428 East 87th St., April 17. Funeral to-day, 8:30 A. M.
McCLOSKEY.—Margaret, 553 West 51st St., April 16. Funeral to-day, 9:30 A. M.
McGOVERN.—Rose, 3,149 Broadway, April 17. Funeral to-day, 10 A. M.
McGRATTY.—Annie, 331 East 85th St., April 17. Funeral to-morrow, 2 P. M.
McGUINNESS.—Bessie, 100 West 49th St., April 16. Funeral to-day, 9:30 A. M.
MERRITT.—William H. O., 133 St. Ann's Av., Bronx, April 17, aged 6. Funeral private.
O'KEEFE.—Michael, 345 West 35th St., April 16. Funeral to-day, 9:30 A. M.
O'TOOLE.—James, 275 West 12th St., April 16. Funeral to-day, 10 A. M.
PAPE.—Maria, 234 Alexander Av., Bronx, April 17. Funeral to-morrow, 10 A. M.
PURDY.—Clara L., 780 Elton Av., Bronx, April 17. Funeral to-morrow, 2 P. M.
RICHARDSON.—Rich, 2,358 8th Av., April 16. Funeral to-day, 10:30 A. M.
SCHMIDT.—Elizabeth H., Flower Hospital, April 17, aged 74.
SCHMIEDEL.—Conrad, 163 East 116th St., April 16. Funeral to-day, 10:30 A. M.
STARK.—Pauline, 535 West 102d St., April 17. Funeral to-day, 9:30 A. M.
STEUERWALD.—Charles A., 165 East 66th St., April 16. Funeral to-morrow.
WIRSING.—Josie, 1,117 2d Av., April 17. Funeral to-day, 10 A. M.

Brooklyn.

ALI.—Joseph, Sr., 506 Willoughby Av., April 18. Funeral private.
AMMARELL.—Henry C., 236 Georgia Av., April 17, aged 42. Funeral April 21.
BROGER.—Margaret S., 340 Gates Av., April 16, aged 4.
DUNDAS.—Elizabeth, 463 Tompkins Av., April 17. Funeral to-day.
FICK.—Peter W., 79 Hull St., April 16. Funeral to-day.
HIGGINS.—Bernard A., 172A Classon Av., April 16. Funeral to-day, 2 P. M.
HILL.—Frederick, 764 Convent Av., April 17, aged 71. Funeral to-day, 2:30 P. M.
KING.—John J., 118 Dean St., April 17. Funeral to-day, 2 P. M.
LOUGHLIN.—Michael, 345 St. Mark's Av., aged 32. Funeral to-morrow.
McMENIMEN.—Hugh, 67 Keap St., April 17. Funeral to-day, 2 P. M.
MATHEWS.—Louise, East 92d St. and Avenue N, April 16. Funeral to-day.
MAURER.—Joseph, 234 Barbey St., April 17, aged 53. Funeral to-morrow, 9:30 A. M.
MULLEN.—Margaret, 228 Greene Av., April 17. Funeral to-morrow, 2 P. M.
O'CONNOR.—Nellie, 118 Prospect Place, April 17, aged 48. Funeral to-day, 2 P. M.
PARK.—Mary J., 530 Herkimer St., April 16, aged 64.
PIER.—Dr. Victor S., 1,223 Dorchester Road, April 17. Funeral to-morrow.
PRYOR.—Sarah, 346 Marlborough Road, April 17. Funeral to-morrow, private.
STEADE.—Joseph W., 1,082 De Kalb Av., April 16. Funeral to-day, 2 P. M.
TIERNEY.—Kate, 112 Berry St., April 18. Funeral to-morrow, 2 P. M.
WALLING.—Albert, 1,230 Prospect Av., April 16, aged 54.
ZANKER.—Otto, 152 Prospect Park West, April 17, aged 71. Funeral to-morrow, 1 P. M.

Hoboken.

UNGER.—Louise, 526 Jane St., April 17. Funeral to-day, 2 P. M.

Jersey City and Newark.

CAVALIER.—Isaac, Newark, April 16, aged 84. Funeral to-day, 2 P. M.
DEVINE.—Daniel F., 241 Jersey Av., Jersey City, April 16. Funeral to-day, 9 A. M.
EARLE.—Catherine, 2 Hampton Court Terrace, Jersey City, April 16.
GOGGINS.—John, 47 Hawkins St., Newark, April 18. Funeral to-morrow.
GROSS.—Joseph, Newark, April 17. Funeral to-morrow.
HERTZOG.—Frederick A., 203 Mulberry St., Newark, April 18, aged 38.
KOEHN.—Alfred, 614 Hunterdon St., Newark, April 17. Funeral April 21.
LYONS.—Joseph B., 482 South 11th St., Newark, April 17. Funeral April 21.
MUSSGITLER.—Walter S., 17 Cottage St., Jersey City, April 16. Funeral to-day.
PALMER.—John J., 863 Mount Prospect Av., Newark, April 17, aged 71. Funeral to-morrow.
RAU.—August, 159 Belmont Av., Newark, April 18, aged 58. Funeral April 21.
SCHENCK.—John F., 224 3d St., Jersey City, April 17.
SPIELMANN.—Margaretha J., 251 Webster Av., Jersey City, April 17. Funeral to-morrow.
STAPLES.—Frank R., 71 Prescott St., Jersey City, April 17.
STEMMLER.—Emilie, 134 Summer Av., Newark, April 17. Funeral to-day.
SULLIVAN.—Rev. John A., Jersey City, April 17. Funeral April 22.
VAN ARSDALE.—Zilpah A., 657 Bergen Av., Jersey City, April 17. Funeral to-day.

Long Island.

FRANCE.—Henry A., Far Rockaway, April 16, aged 77.
HENN.—Catherine, 750 Woodward Av., Ridgewood, April 16, aged 37.
LOEFFLER.—Henry, Ridgewood, April 16, aged 67.
LYNCH.—Margaret A., Lawrence, April 17. Funeral to-morrow.
MAHON.—Mary, College Point, April 16. Funeral to-day, 2 P. M.
MEEKS.—Margaret V., 141 Franklin Av., Long Island City, April 17. Funeral to-morrow, 2 P. M.
NOLAN.—Patrick, Long Island City, April 16, aged 43.
PETERSON.—Jane, Jamaica, April 16, aged 50.
PIECHOCURSKI.—Constant, Elmhurst, April 16, aged 54.
RISCHERS.—Fridia, 699 9th Av., April 16, aged 24.
SIMON.—Benjamin R., 219 Radde St., Long Island City, April 16, aged 3 months.
STOLTZ.—Anthony, Glendale, April 16, aged 36.
VON GLAHN.—William, 586 Raimetto St., Ridgewood, April 16.

Westchester County.

FANNING.—Howell B., 777 Nepperhan Av., Yonkers, April 17, aged 7. Funeral to-day.

In Memoriam.

BARRY.—In loving memory of the late Elizabeth M. Barry, who died April 22, 1911, a solemn high requiem mass will be celebrated in St. Augustine's Church, Franklin Av. and East 167th St., Bronx, on Monday, April 22, 1912, at 10:30 A. M.

RYAN.—An anniversary solemn requiem mass will be celebrated Saturday, April 20, at 9 A. M., Church of St. Paul the Apostle, Columbus Avenue and 59th St., in memory of the late Cornelius J. Ryan.

CARR.—Alice M. Mass St. Malachy's Church, Brooklyn, April 19, to-day, 9 A. M.
DOYLE.—Mary V. Mass St. Aloysius's Church, Newark, N. J., to-day, 8 A. M.
KEOGH.—George. Mass St. Joseph's Church, Jersey City, 8 A. M.
MOLZ.—Sebastian. Mass St. James's Church, Newark, N. J., to-day, 8 A. M.
MULLANEY.—William A. St. Antoninus's Church, Newark, N. J., to-day, 8 A. M.
TOWEN.—W. C. Mass St. Michael's Church, to-day, 9:30 A. M.

UNDERTAKERS.

FRANK E. CAMPBELL, 241-243 West 23d. Chapels. Ambulance Service. Tel. 1324 Chelsea

CEMETERIES.

THE WOODLAWN CEMETERY 233d St. By Harlem Train and by Trolley. Office, 20 East 23d St., N. Y.

HORSES SHOWN IN BROOKLYN CLUB RING

Moore and Draper Equines Win Ribbons at Riding and Driving Club Exhibition.

The 1912 horse show season was inaugurated last night with the twentieth annual Brooklyn exhibition at the Riding and Driving Club, Prospect Park Plaza, and received the stamp of approval from an enthusiastic crowd of equine devotees.

The crowd, despite the rain, was a representative one for the initial exhibition, and before the bugle sounded for the first class the spacious arena was taxed almost to its capacity. Everything about the judging ring, as well as the magnificently appointed stables, where close to 400 horses are quartered, was in excellent order and had all the indications of a National exhibition.

Many of the most prominent exhibitors of the United States have entered their blue ribbon strings of horses, and before the closing on Saturday night some keen competition is assured.

The first class to answer the call of the bugle was for maiden saddle horses. Five entries were shown on the tan bark, and J. Sumner Draper of Milton, Mass., scored the first victory with the bay mare Satire. The class, although a small one, was well balanced with entries of two famous exhibitors—William H. Moore of Chicago and James McLean of New York. The Draper stable, with two entrants, took first and second ribbons, with the yellow and white going to Royal Oak and Barbara of the Moore and McLean stables respectively.

Women riders and drivers were conspicuous throughout the entire programme. Their first appearance came in the class for harness horses, ladies to drive. The class was interesting, with five ladies' phaetons occupying the ring. The competition was exceedingly close, as two of the winners of the same class at Madison Square Garden were seen in the ring. The judges were put to a hard task in making their awards, and before doing so had to drive the contestants themselves. The blue finally was pinned to the bridle of William H. Moore's famous bay mare Lady Seaton, with J. Sumner Draper's Pillington Nimble getting second rosette.

The Moore champion harness team Menella and Phyllis, bay mares, upheld the stable's colors in the class for pairs of harness horses by capturing the coveted blue. Four teams were nominated for the honors, but the perfect action and quick response to their master's orders were evidenced by the spectators as well as the judges, and the award when made was accepted with great applause. The favorites took the straights and turns in perfect alignment, and showed more all-around action, one of the requirements.

In the class for tandems Judge Moore showed his entries and scored a signal success with the natty pair, Lord and Lady Seaton. Seven entries were received for the class, but only a trio contested the prizes with the James McLean's tandem and that of Philip Livingston as opponents. This was also an easy win for the Moore stable. The McLean team were a rather deserving pair, but on taking the turns and crossing the ring did not show as well.

The biggest class of the night's programme was for maiden saddle horses. After the gate was closed it was found that a total of fifteen head was trotting on the tan bark. The number made a complete circle of the ring and paraded in becoming fashion.

There was some discussion when the awards were posted for the class, making Mrs. M. Barrett's chestnut mare Redlight the winner. James Schweiger was up on the entry of H. S. Castles and E. B. Spring's black mare Naughty Marietta. This mare looked to be the pick of the lot, appearing to have every requirement, and above all was perfectly mannered.

A pretty spectacle was witnessed in the class for pairs of saddle horses, in which men and women rode as partners. Five teams entered, with Fantasy and Molly Bawn coming in for the judge's decision, with Emil Anthony and Miss Mary Hubbs up. Godfrey Preece's entry of Kensington and Dr. Garner, with the owner and Miss Louise Beaver-Webb in the saddles, captured the red rosette.

Summary of the events:

Maiden Harness Horses, 14.2 hands or over; must have conformation, quality, style, all-around action, and able to go a good pace; to be shown to appropriate vehicles.—Won by J. Sumner Draper's br. m. Satire; J. Sumner Draper's br. g. Baronet second; William H. Moore's ch. m. Royal Oak third; James McLean's ch. m. Barbara reserve.

Maiden Saddle Horses, 14.2 and not exceeding 15.1 hands; open only to horses that have not won a first prize at any recognized horse show under like conditions; to be judged by their quality, manners, paces, and conformation.—Won by Emil Schweiger's br. m. Hanna; Sequatogue Farm's ch. g. Sir Bedouin second; Miss L. H. Murr's br. m. Lady Parlais third; E. King's b. g. Bunkie Wheeler reserve.

Maiden Saddle Horses Over 15.1 Hands, open only to horses that have not won a first prize at any recognized horse show; to be judged by their quality, manners, paces, and conformation.—Won by Mrs. M. Barrett's ch. m. Redlight; Mrs. George W. Lederer's br. m. Yvonne Sherry, second; B. S. Castle's and E. B. Spring's blk. m. Naughty Marietta, third; Godfrey Preece's ch. g. Kensington King, reserve.

Harness Horses, pairs, 14.2 and not exceeding 15.1 hands; must have conformation, quality, style, all around action, and be able to go at a good pace; to be shown before appropriate vehicle.—Won by William H. Moore's br. m. Menella and br. m. Phyllis; J. Sumner Draper's br. g. Baronet and br. m. Satire, second; James McLean's br. g. Leader of Fashion and br. m. Fashionable Lady, third; Emil Seelig's b. g. Conduct and b. g. Conductor, reserve.

Harness Horses.—To be shown to a lady's phaeton; manners to count 25 per cent.; ladies to drive.—Won by William H. Moore's b. m. Lady Seaton; J. Sumner Draper's b. m. Rillington Nimble, second; P. Livingston's b. g. Grangelt, third; Emil Seelig's ch. m. Climax, reserve.

Saddle Horses.—Pairs of saddle horses, the property of same owner; one to be ridden by a man and one by a lady, the latter to use a side saddle.—Won by Sequatogue Farm's ch. m. Fantasy and ch. m. Molly Bawn; Godfrey Preece's ch. g. Kensington King and ch. m. Dr. Garner, second; B. S. Castle's and E. B. Spring's ch. m. Ailsa Page and b. m. Cornelia King, third; B. S. Castle's and E. B. Spring's blk. m. Naughty Marguerite and ch. m. Richmond, reserve.

Harness Horses, Tandems.—The wheeler to be over 14.2 hands.—Won by William H. Moore's b. g. Lord Seaton and b. m. Lady Seaton; James McLean's br. g. Leader of Fashion and br. g. Sir Rossiter, second; Philip Livingston's b. g. Grangelt and b. g. Gongelt, third. Only three tandems shown.

PROTEST AUTO ARREST.

Dealers Complain to Waldo of Energetic Policeman.

Motor truck dealers and manufacturers are very much incensed over the recent arrest of Frederick Kurtz, the driver of a Pierce-Arrow demonstrating truck by Policeman John Mesele in Brooklyn, and as a result a formal complaint has been lodged with Police Commissioner Waldo by the Automobile Dealers' Association.

Kurtz, who was driving a new truck around for the purpose of explaining its principles to Pierce-Arrow customers, was arrested by Mesele, who gave as an excuse for the arrest that he thought the truck did not bear sufficient evidence of hard work to warrant carrying a manufacturers' license plate. Kurtz was summoned to court in Brooklyn on April 9 and 10, being held on the second day.

The case was dismissed by Judge Hylan at the Fifth District Court, Brooklyn, April 12 after it was shown that the case had been thoroughly explained to Policeman Mesele, making the arrest altogether unnecessary. In the complaint to Commissioner Waldo it was pointed out that the unnecessary officiousness of the policeman making the arrest had caused a loss of three days' work for both the chauffeur and vehicle.

Hartman to Coach Fordham.

Fordham rooters will be glad to learn that the baseball management has engaged Louis Hartman, 1905, to coach the team in place of Frank Egan, 1910. Fordham has been playing ragged ball, but a change for the better is expected in the games against Tufts College this afternoon and with Bucknell College to-morrow. Hartman was Fordham's star short stop for the four years while he was at college, and captained the team in his graduating year. He also captained the Utica team and played for Wilkesbarre of the New York State League, so the Maroon's followers are greatly encouraged and feel certain their team will make its usual creditable showing on the diamond this season.

BOXING AT THE NATIONAL.

Baldwin-Marto Bout Suffers in Comparison to Preliminaries.

If Matty Baldwin of Boston or Johnny Marto of New York have any idea of aspiring to the Wolgast or Wells class they will have to do better than they did in their ten-round wind-up at the National Sporting Club last night. Following the two clashing ten-round preliminaries, the main lightweight feature was somewhat of a disappointment, a tame draw being the best that could be said of the contest, which resembled a wrestling match more than a boxing bout. Marto had a slight advantage over the Bostonian in the first three rounds, but as Baldwin came back strong in the fourth, fifth, and ninth honors were even. Of the other rounds, the tenth was the only one in which any real activity was shown, both men trying to secure the verdict on a chance blow. Baldwin, who weighed 136 pounds, appeared to gain confidence as the bout progressed, while Marto, whose weight was given as 138 in fighting togs, weakened at the finish.

The best go of the evening was the opening bout between Battling Hurley of Passaic and Frank Loughrey of Philadelphia. It was a battle from the word go, and when the bell closed the tenth round the two lads were still fighting, neither having the slightest shade on the other. The two were immediately matched to meet again on Thursday next. Loughrey weighed in at 138, Hurley at 138¾. After dividing up the first two rounds, which were of the whirlwind variety, both men slacked up a little. Loughrey closed Hurley's eye in the third, but the latter made up for it in the fourth. From then on the bout was of the slambang order, the contestants failing even to hear the bell at the close of the rounds.

Willie Beecher of New York had all the best of the third of the ten-round bouts against Pat Bradley of Philadelphia, who was substituted at the last moment for Joe Bedell, who was reported as being on the sick list. Although beaten, the sympathy of the spectators was all with the Philadelphia lad, who although outclassed was game, and went the limit, whereas the winner had to be cautioned by Referee Hailey on several occasions for fouling. Both boys weighed 136½ pounds. The New Yorker evidently took things easy at the start, relying on his strength to put his opponent out at the finish. The visitor took a terrible beating, but held out.

N. Y. A. C.'S BOXING SHOW.

Amateurs Furnish Many Good Bouts for Winged Foot Members.

A large number of club members witnessed the preliminary bouts of the amateur boxing tournament at the New York Athletic Club last night, the bouts furnishing several good exhibitions of fisticuffs. One of the shortest bouts of the evening was between Cohen, the Trinity A. C. boxer, and Teplitz of the Union Settlement. Cohen went at his man hammer and tongs and the judges stopped the bout before the round was over. Most of the other bouts went the three round limit.

Conifrey of the Union Settlement, and Madico of the Pennant A. C. were winners in the 120-pounds class. King of the Paulist A. C. defeated Cassidy of Union Settlement in the 130-pound class. Henry of the Pennant A. C., defeated Matto, the Paulist A. C. boxer, in the 140-pound class. Rex of the Hollywoods was also a winner in this class, defeating Sternberg of the Union Settlement A. C. The summaries:

120-Pound Class—Conifrey, Union Settlement, defeated Morasco, Educational Alliance. Three rounds. Madico, Pennant A. C., defeated Saunders, Paulist A. C. Three rounds.

130-Pound Class—King, Paulist A. C., defeated Cassidy, Union Settlement. Three rounds.

135-Pound Class—Ward, Union Settlement, defeated Stilken, Educational Alliance. Three rounds. Orgey, Union Settlement, defeated Corlin, Paulist A. C. Three rounds.

140-Pound Class—Henry, Pennant A. C., won from Matto, Paulist A. C., by default; Talbert, Pennant A. C., defeated Darwig, National A. C. Three rounds. Rex, Hollywood A. C., defeated Sternberg, Union Settlement. Three rounds.

150-Pound Class—Clarke, Paulist A. C., defeated Weber, Pennant A. C. Three rounds. Cohen, Trinity A. C., defeated Teplitz, Union Settlement. One round.

BOSTON ROAD RACE TO-DAY.

Marathon to be Run Under Different Rules Than at Stockholm.

Considerable interest is manifest hereabout in regard to the outcome of the annual American Marathon race to be decided to-day from Ashland to Boston, because of the almost absolute variance in the matter of rules in this race and that in one for which the lads will strive for places in the Olympic event in Stockholm next July.

The Boston race has been chosen as the official try-out for prospective members of the American Olympic team, but there are many who feel that the conflict in the conditions governing the two races will probably warrant to-day's qualifiers in being "also rans" when they take up the more stringent conditions which will obtain in the Stockholm event.

In this contest no attendant is to be allowed to accompany any competitor, none of whom is to be allowed to receive assistance or refreshment during the progress of the race, and no competitor, either at the start or during the progress of the race, can take any so-called drugs, under penalty of immediate disqualification.

In to-day's race each man will be accompanied by a bicycle rider, who will give all the necessary assistance. Every man's attendant will see that he receives every attention, and should the runner desire to stop, through any cause whatever, he will attend to him until he is safely aboard a train or car.

New York trainers say that the men should be made to accustom themselves to similar rules as those which will prevail in the world's championship race, as is the case with those in other forms of competition who have hopes of competing in the Olympiad, so that they would have nothng to learn when they arrive at the scene of the contests.

DOOIN SERIOUSLY ILL.

Phillies' Manager Suffering from Intestinal Trouble in This City.

Charles Dooin, manager of the Philadelphia Baseball Club, is seriously ill at the Hotel Somerset in this city and was unable to accompany the team to Philadelphia Wednesday night. Dooin is suffering from intestinal trouble, and specialists were called in last night to diagnose his case. His condition last night was said to be somewhat improved, and it is not believed that an operation will be necessary.

Dooin was apparently in good health Wednesday morning, when at about 9 o'clock he walked from his hotel to Times Square. While buying a newspaper he was taken suddenly ill and was in such pain that he had to be taken to the hotel in a taxicab.

Mrs. Dooin was notified yesterday about her husband's condition, and in the afternoon came to this city accompanied by Horace Fogel, President of the Philadelphia Club, and Mrs. Fogel. Dr. J. A. Boger, Dooin's physician, was called from Philadelphia, and Dr. Forrest and Prof. Wabash, two New York physicians, were also called in. At first it was believed that Dooin was suffering from appendicitis.

Cosgrove Loses Twice with Cue.

Two games were decided last night in the continuation of the amateur handicap three-cushion carrom billiard tournament at Keeney's Knickerbocker Academy in Brooklyn, and incidentally in both contests the high handicap players were victorious. In the first game John Huking found it a comparatively easy task to overcome a seven-point handicap, and defeated James Cosgrove by the score of 37 to 19. Huking was playing at 37 points, while his opponent had to make only 30 points in order to win the contest, the former eventually making his necessary tally in sixty innings. The winner made a high run of 5 points, while Cosgrove's best efforts netted him a run of 3 points.

In the second game William Price, playing at 32 points, defeated James Cosgrove, who was handicapped the same as in the first contest, by the score of 32 to 24. Cosgrove displayed better form than in his previous game, and at times it looked as if he would win. The final point was tallied in the sixty-second inning. Price made a high run of 8 and Cosgrove's best was 5 points.

TRAVIS AND PERRIN TIED IN GOLF AT 89

Only Eighteen Holes Played in Lakewood Qualifying Round on Account of Rain.

A tie for the medal marked the opening of the golf tournament at the Country Club of Lakewood yesterday. When all the cards had been handed in Walter J. Travis, of Garden City, and Howard W. Perrin of Philadelphia, were both credited with scores of 79. It had been originally intended to have a thirty-six hole qualifying round, but the storm of the afternoon caused the committee to call the second round off. This met with the approval of a majority of the players, who did not relish getting soaked for the second time.

Out of an original entry of 110, there were 88 starters. One of the upsets of the day was the failure of G. C. Stanley, the Yale golfer who won the intercollegiate title last Fall, to qualify. The wet conditions combined with a general run of hard luck kept him in almost constant difficulty with the result that he needed 100 strokes to make the round. That sent him down to the fourth sixteen.

W. W. Taylor, the Ardsley and Ekwanok golfer, who won the Lakewood tourney last Fall, had a narrow squeak, tieing with Thomas Senseman and W. K. Gillett for last place in the first set. All had scores of 89. On the draw Taylor was fortunate to win, the other two dropping into the second set.

In conjunction with the qualifying round was a team competition which was won by the Ekwanok quartet composed of Travis, C. H. Gardner, A. M. Reed and Taylor with a total of 336. The Pinehurst team was second with 350. The scores:

FIRST SIXTEEN.

Name and Club.	Out.	In.	Tot.
H. W. Perrin, Philadelphia	40	39	79
W. J. Travis, Garden City	44	35	79
C. H. Gardner, Ekwanok	44	37	81
E. P. Allis, Harvard	45	36	81
M. J. Condon, Wykagyl	42	40	82
Percy Platt, Lakewood	42	41	83
B. S. Evans, Brae Burn	45	39	84
E. J. Ridgway, Montclair	45	39	84
George A. Crump, Philadelphia	47	38	85
H. V. Gaines, Wykagyl	47	39	86
A. M. Reed, Ekwanok	48	39	87
H. J. Topping, Pinehurst	45	42	87
C. E. Turner, Midland	46	42	88
C. N. Phillips, Atlantic City	45	43	88
V. C. Longley, Wannamoisett	46	42	88
W. W. Taylor, Ekwanok	44	45	89

SECOND SIXTEEN.

W. K. Gillett, Wykagyl	49	40	89
Thomas Senseman, Atlantic City	47	42	89
E. A. Potts, Lakewood	53	38	90
F. S. McLaughlin, Wykagyl	49	41	90
D. S. B. Randolph, Jr., Lakewood	49	41	90
S. K. de Forest, Lakewood	51	39	90
C. L. Tappin, Garden City	46	45	91
C. E. Van Vleck, Montclair	47	45	92
F. H. McCall, Atlantic City	44	48	92
George Dixon, Jr., Shinnecock	53	40	93
T. F. Endicott, Atlantic City	48	45	93
J. H. Hayes, Jr., Atlantic City	47	46	93
F. L. Bartlett, Dunwoodie	49	44	93
F. W. Kemble, Philadelphia	47	46	93
A. J. McClure, Albany	49	46	95
C. W. Harman, Wykagyl	54	41	95

THIRD SIXTEEN.

H. P. Palmer, Greenwich	54	41	95
G. P. B. Clark, Dunwoodie	52	43	95
A. E. Whitney, Lakewood	49	47	96
W. C. Camovito, Lakewood	51	44	95
Louis Allis, Milwaukee	52	44	96
C. H. Eddy, Ridgewood	53	43	96
Henry Jennings, Twaalfskill	49	48	97
J. B. C. Tappan, Nassau	52	45	97
H. A. Rogers, Riverton	51	46	97
C. P. Eddy, Ridgewood	52	45	97
A. Gregory, Lakewood	53	45	98
W. R. Delehanty, Deal	54	44	98
S. Y. Ramage, Oil City	54	45	98
A. Westney, Atlantic City	54	45	99
C. N. Bussee, Wykagyl	55	44	99
H. A. Allsopp, Forest Hill	49	50	99

WHITE WINS WITH CUE.

Victor and C. P. Conway Disqualify Themselves as Amateurs.

The second match in the billiard series for the Interstate Challenge Cup was played last night at the Arion Club and as a result two more prominent members of the National Association of Amateur Billiard Players have disqualified themselves. The players are Charles A. White and C. P. Conway, both of whom have been prominently identified in various tournaments here for some time. White won last night's match, 300 to 225.

The first match was played a month ago between Charles W. Gardner and Joseph W. Mayer, both prominent in Class A billiard circles and both were disqualified, as the tournament is being conducted without a sanction. Dr. W. G. Douglas, Chairman of the Registration Committee of the National Association of Billiard Players, yesterday sent out a notice that the two players would be guilty of an infraction of a rule unanimously adopted on Jan. 1, 1912, by taking part in an unsanctioned tournament.

White held the lead practically all the way in last night's match. He led by the score of 225 to 11 at the end of the fifth inning, and managed to keep a fairly good lead during the greater part of the match. He also made the high run of the game, 29. He finished in fifty-eight innings, with an average of 5 10-58. He had other runs of 26 and 21, both of which were better than the high run of his opponent. Conway averaged only 3 54-57, and his high runs were 17, 16, and 13.

GOULD AND HUHN VICTORS.

Crane and Fearing Defeated in National Court Tennis Finals.

PHILADELPHIA, April 18.—Jay Gould of New York and W. H. T. Huhn of Philadelphia won the championship of the United States at court tennis doubles here to-day defeating Joshua Crane and G. R. Fearing of Boston, 3—3, 5—6, 6—2, 4—6, 6—4. Both teams played brilliantly.

Ad Wolgast Wealthy.

Ad Wolgast, the lightweight pugilist champion, now on the Coast, is deploring the fact that even though he has $137,000 in cash and securities he has not made more in the two years he has held the championship.

Frantz Leads Tiger Wrestlers.

Special to The New York Times.

PRINCETON, N. J., April 18.—J. H. Frantz, 1913, has been elected Captain of next year's wrestling team at Princeton. During his two 'Varsity seasons Frantz has won two championships and has never lost on a fall.

Penn's Football Coaches.

Six assistants have been named to help Coach "Andy" Smith with the University of Pennsylvania football team next Fall. They are Dr. J. J. Hedges, Harold Gaston, A. C. Miller, Charles Wolferth, George Brooke, and Charles Keinath. There is another coach to be appointed to assist Head Coach Smith with the back field men. A. C. Miller and Charles Wolferth are both new men. Miller has successfully coached the freshman teams at Pennsylvania for the past two years. Wolferth played guard on the 'Varsity for two years, and will be graduated from the Medical School in June. Barclay McFadden has been chosen soccer manager, J. B. Gest, swimming manager, and B. M. Snyder, wrestling manager for next year.

Wood Wins in Harlem Billiards.

In last night's game of the Harlem Class B amateur handicap 18.2 balk line billiard tournament at Paul's Riverside Academy, 125th Street and Seventh Avenue, J. S. Wood defeated Arthur Rosenfeld by the score of 150 to 68 in thirty-six innings. The winner was playing at 150 points, while Rosenfeld had a 30-point advantage, having to make only 120 points. Naturally, with the weather very disagreeable, the contest lacked interest, and there were no very remarkable runs made, the highest runs of the winner being 18 points and two of 13 points. Wood's average was 4 6-36. Rosenfeld's best effort netted him runs of 9 and 7 points, with an average of 1 31-35. This evening E. V. Parker will oppose Edward Marshall.

SPORTING EVENTS.

Opening National League Baseball Championship, Polo Grounds, To-day, 4 P. M. Giants vs. Brooklyn. Music 1 P. M.

BASEBALL

Yesterday's Results.

NATIONAL LEAGUE.

Brooklyn at New York, rain.
Pittsburgh, 4; St. Louis, 3.
Cincinnati at Chicago, rain.
Boston at Philadelphia, rain.

AMERICAN LEAGUE.

New York at Boston, rain.
Chicago, 12; St. Louis, 7.
Cleveland at Detroit, rain.
Philadelphia at Washington, rain.

INTERNATIONAL LEAGUE.

Toronto at Jersey City, rain.
Buffalo at Newark, rain.
Montreal at Baltimore, rain.
Rochester at Providence, rain.

Standing of the Clubs.

NATIONAL LEAGUE.

	W.	L.	Pct.
Cincinnati	4	1	.800
St. Louis	4	2	.667
Philadelphia	3	2	.600
New York	3	3	.500
Boston	3	3	.500
Brooklyn	2	3	.400
Pittsburgh	2	4	.333
Chicago	1	4	.200

AMERICAN LEAGUE.

	W.	L.	Pct.
Boston	4	1	.800
Philadelphia	3	1	.750
Cleveland	4	2	.667
Chicago	4	3	.571
Detroit	3	3	.500
Washington	2	2	.500
St. Louis	2	5	.286
New York	0	5	.000

Where They Play To-day.

NATIONAL LEAGUE.

Brooklyn at New York.
Boston at Philadelphia.
Cincinnati at Chicago.
St. Louis at Pittsburgh.

AMERICAN LEAGUE.

New York at Boston, (2 games.)
Philadelphia at Washington.
Cleveland at Detroit.
Chicago at St. Louis.

INTERNATIONAL LEAGUE.

Toronto at Jersey City.
Buffalo at Newark.
Montreal at Baltimore.
Rochester at Providence.

RAIN STOPS BALL GAME.

Giants and Brooklyns, However, Expect to Open Season To-day.

An April rain, which made the diamond at the Polo Grounds as soft as a sponge cake, put a damper on the Giants' home opening with Brooklyn yesterday. The game was called off shortly after 1 o'clock, when there was not a chance of the diamond drying out, even if the rain had stopped.

The first game will be played to-day at 4 o'clock, weather permitting, and the tickets which were purchased for yesterday's game will be good for to-day's contest. In spite of the rain there was a gathering of fans outside the gates at 12 o'clock, the hour set for the opening of the portals.

President Brush of the New York Club gave a little surprise to a large number of fans who were disappointed at the time of the world's series last Fall. Mr. Brush kept a list of patrons who sent money orders and checks and who did not receive tickets, and to each one of these he sent a complimentary ticket for the opening game. It is said that there were over 1,500 on Mr. Brush's list of disappointed people.

The Weather Bureau promises fair weather for to-day, and the field will be dried out sufficiently at 4 o'clock to play the game. Both teams were disappointed at yesterday's postponement. It is likely that Manager Dahlen will send Nap Rucker in to pitch to-day, and Manager McGraw's choice is likely to be Jeff Tesreau, who lost a hard game against the Dodgers in Brooklyn last week.

AMERICAN LEAGUE.

White Sox Rally in Eighth Inning and Defeat Browns.

ST. LOUIS, April 18.—An eighth-inning batting rally, which netted six runs, permitted Chicago to take to-day's game from St. Louis 12 to 7. Score:

CHICAGO.	AB	R	H	PO	A
Rath, 2b	4	1	1	0	3
Lord, 3b	5	1	0	3	0
Callahan, lf	6	1	3	0	0
Stovall, 1b	5	2	2	9	0
Schorte, cf	5	2	1	2	0
M'Int're, rf	3	2	1	4	0
Zeider, lb	3	1	1	12	3
Weaver, ss	4	0	0	2	1
Sullivan, c	4	2	2	4	3
Kuhn, c	1	0	0	1	0
Walsh, p	4	2	2	1	4
Total	48	12	15	27	17

ST. LOUIS.	AB	R	H	PO	A
Shotten, cf	5	1	2	1	0
Austin, 3b	3	2	1	1	3
Stovall, 1b	5	2	3	9	1
Pratt, 2b	4	0	0	4	3
Hogan, lf	5	0	0	2	0
Krichell, c	3	0	1	3	3
Nelson, p	0	0	0	0	0
Ham'ton, p	3	0	0	0	0
Spencer, p	0	0	0	0	0
*Tennent	1	1	0	0	0
Total	37	7	10	27	14

*Batted for Spencer in the ninth inning.

Errors—Austin, Stovall, Hallinan, Lord, (2,) Weaver. (3.)

St. Louis	0	0	1	0	0	2	0	1	3—	7
Chicago	0	0	2	0	0	3	1	6	0—	12

Two-base hit—Bodie. Three-base hits—Callahan, Stovall, Sullivan. Sacrifice hits—Rath, (2,) Krichell, Weaver, Pratt. Stolen base—Hogan. Bases on balls—Off Nelson, 3; off Hamilton, 4; off Walsh, 1. Struck out—By Walsh, 5; by Hamilton, 1. Hits—Off Nelson, 2 in two and one-third innings; off Hamilton, 11 in five and one-third innings; off Spencer, 2 in one and one-third innings. Left on bases—St. Louis, 8; Chicago, 9. Time of game—Two hours and fifteen minues. Umpires—Messrs. Evans and Egan.

PIRATES OPEN AT HOME.

St. Louis Shortstop's Error Gives Pittsburgh Game in Ninth Inning.

PITTSBURGH, April 18.—In spite of chilly weather a large crowd attended the opening game here to-day between Pittsburgh and St. Louis. Pittsburgh won in the ninth inning, after two men were out, on a fumble by Hauser. Both pitchers were effective, although Hendrix was a trifle wild. Donlin's injured leg bothered him, and he retired after the fourth inning, Leach taking centre field, Wilson being shifted to right. Score:

PITTSBURGH.	AB	R	H	PO	A
Byrne, 3b	4	0	0	2	2
Carey, lf	3	1	1	2	0
Donlin, rf	2	0	0	0	0
Leach, cf	2	0	0	0	0
W'gner, ss	3	1	1	1	4
Miller, 1b	3	1	0	12	1
Wilson, cf, rf	4	1	1	1	0
McC'thy, 2b	4	0	1	2	5
Gibson, c	3	0	1	6	2
Hendrix, p	3	0	0	1	3
Total	31	4	5	27	18

ST. LOUIS.	AB	R	H	PO	A
H'gins, 2b	1	1	0	1	2
Ellis, lf	3	0	0	4	0
Oakes, cf	3	1	2	1	0
K'tchy, 1b	3	0	1	10	0
Evans, rf	2	0	1	3	0
Mowrey, 3b	3	0	1	0	5
Hauser, ss	3	0	0	0	1
Bliss, c	4	1	0	6	0
Sallee, p	2	0	0	1	1
Total	24	3	4	*20	9

*Two out when winning run was scored.

Errors—Leach, Hauser.

Pittsburgh	0	2	1	0	0	0	0	0	1—	4
St. Louis	1	0	0	1	1	0	0	0	0—	3

Two-base hits—Gibson, Konetchy. Three-base hits—Wagner, Oakes, Wilson. Sacrifice hit—Sallee. Sacrifice flies—Huggins, Evans. Stolen base—McCarthy. Double play—Byrne, McCarty, and Miller. Left on bases—Pittsburgh, 3; St. Louis, 5. First base on balls—Off Hendrix, 6; off Sallee, 1. First base on errors—Pittsburgh, 1; St. Louis, 1. Hit by pitcher—By Hendrix (Evans,) by Sallee (Wagner.) Struck out—By Hendrix, 2; by Sallee, 6. Time of game—One hour and fifty-five minutes. Umpires—Messrs. Johnstone and Eason.

Southern League.

At Montgomery—Montgomery, 5; New Orleans, 3. New Orleans, 6; Montgomery, 3.

At Nashville—Atlanta, 11; Nashville, 3.

At Chattanooga—Memphis, 4; Chattanooga, 2. Chattanooga, 5; Memphis, 0.

At Mobile—Mobile, 2; Birmingham, 0. Mobile, 3; Birmingham, 3, (nine innings, darkness.)

American Association.

All games postponed on account of cold weather.

Detroit Releases O'Leary and Casey.

DETROIT, Mich., April 18.—President Navin of the Detroit American League Baseball Club to-day announced the sale of Utility Infielder O'Leary and Catcher Casey to the Indianapolis team of the American Association. O'Leary joined the Tigers in 1903, while Casey was purchased in the Fall of 1910.

BUSINESS TROUBLES.

EXCELSIOR RAINCOAT COMPANY.—Henry Stern and Adolf Rosenberg, manufacturers of raincoats and men's and women's garments at 34 East Tenth Street, made an assignment yesterday to Leopold Sondheim. Both partners reside in Brooklyn. They did business under the trade style of the Excelsior Raincoat Company.

KNICKERBOCKER PAPER COMPANY.—A petition has been filed against the Knickerbocker Paper Company, dealer in paper, at 9 East Thirteenth Street, by Charles A. Edgerton, attorney for these creditors: Clinton Paper Company of Philadelphia, $24,000; Hammermill Paper Company of Erie, Penn., $4,078, and Berlin Mills Paper Company, Portland, Me., $863. It was alleged that the company called a meeting of creditors, at which it was stated that the liabilities are $50,848 and assets $10,456.

SIGMUND KRAUTER of 81 West 111th Street, formerly a wholesale dealer in wines, has filed a petition with liabilities of $68,551 and assets of $2,292. Among the creditors are the Swiss-American Wine Company of San Francisco, $15,960; William Roch, $30,418; California Wine Association, $426; Thalon Vineyard Company, Napa, Cal., $1,185; Independent Vineyard Company, $1,955; Savoy Trust Company, $1,899, and J. P. Bayer, Cognac, France, $3,307.

MAURICE M. EGAN, liquor dealer of 163 East Sixty-sixth Street, who formerly had saloons at 1,003 Park Avenue, 1,951 Third Avenue, 234 Eighth Avenue, and 323 Bowery, has filed a petition with liabilities $52,505 and no assets. Among the creditors are George Ehret, $10,000; Peter Doelger Brewing Company, $9,500; Charles G. Hupfel Brewing Company, $4,500; Bernheimer & Schwartz Pilsner Brewing Company, $3,000; Gibson Distilling Company, $2,562, and Katherine E. Egan, $10,000.

THOMAS J. DARCY of 157 Seventh Avenue, formerly a liquor dealer, has filed a petition with liabilities $4,179 and no assets.

HERMAN SCHMUCK, insurance agent of 777 Prospect Avenue, the Bronx, has filed a petition with liabilities $20,383 and no assets. Among the creditors are the Lawyers Mortgage Insurance Company, $7,804, and the estate of John Davies, $4,886.

H. MOCK & CO.—A petition has been filed against Henry Mock, trading as H. Mock & Co., cabinet and bar fixtures manufacturer at 338 East Ninety-fifth Street, by these creditors: August Keller, $680; Max Staedgen, $300, and George Dress, $150. Judge Mayer appointed Edwin H. Updike receiver of the assets, which are estimated at $400.

THOMAS A. QUINN, residing at 36 Marble Hill Avenue, formerly of the firm of Quinn & Snyder, auto repairs, at 1,926 Broadway, filed a petition yesterday. The individual liabilities are $1,433 and assets, $20, and firm liabilities are $1,010, and assets, $358.

J. W. CARROLL & CO.—Schedules of J. W. Carroll & Co., manufacturers of waists, at 113 University Place, show liabilities, $20,030, and nominal assets, $8,783. Among the creditors are Samuel J. Schiess, $1,000; Nathan J. Schiess, 1,000; Abe Sailer, $1,000, and Jefferson Bank, $2,500.

MOORE & KNICKRIHM.—Schedules of Moore & Knickrihm, cafe at 30 East Twenty-third Street, show liabilities, $3,998, and assets $1,526. Charles Knickrihm has individual liabilities, $22,981, and no assets.

A. W. DE LONG & CO.—Schedules of A. W. De Long & Co., (corporation,) manufacturer of trim at 88 Alexander Avenue, show liabilities, $15,836, and assets, $11,782.

NICOLA SERAGUSA.—Schedules of Nicola Seragusa, wholesale florist, 316 East Twelfth Street, show liabilities, $10,462, and assets, $8,827.

UNITED NOVELTY COMPANY.—Judge Mayer has dismissed the petition, filed on Feb. 27 against the United Novelty Company of 403 Sixth Avenue, on a settlement at 15 cents on the dollar cash. The liabilities were $13,359.

HALPERIN & ZIRINSKY.—Judge Mayer has dismissed the petition filed on Feb. 19, against Halperin & Zirinsky, dealers in jewelry at 148 Park Row, on a settlement at 30 cents on the dollar.

JUDGMENTS.

These judgments for amounts more than $100 were filed yesterday, the first name being that of the debtor:

Baker, Charles S., and John Behrens, (not summoned)—J. H. Stoutenburgh, $144.

Bagley, William W.—A. Edson, $1,104.

Bernard, Rosa—Reffler Construction Co., $180.

Belle, Charles—Fletcher Stanley Co., $127.

Binkley, William, Frederick A. Praffman, and

COURT CALENDARS.

FEDERAL.

Supreme Court Proceedings.

Special to The New York Times.

WASHINGTON, April 18.—Following were the Supreme Court of the United States proceedings to-day:

267—W. H. Byles, plaintiff in error, vs. State of Arkansas.—Dismissed, with costs.

218—Mary Nielsen, administratrix, &c., and in her own right, appellant, vs. Albert Steinfeld et al.—Argument concluded.

46—Cross Lake Shooting and Fishing Club, plaintiff in error, vs. State of Louisiana.—Argument commenced by Mr. Edgar H. Farrar for the plaintiff in error. Continued for the defendant.

220—Actieselskabet "Jason" vs. John Arbuckle et al.—Argued.

Day call for Friday, April 19: Nos. 820, 219, 221, 222, 223, 224, 225, 226, 227, and 228.

UNITED STATES CIRCUIT COURT OF APpeals—Lacombe, Coxe, Ward, and Noyes, JJ. 218—In re Jungman. 201—Smith Elec Co v. Int Co.

UNITED STATES DISTRICT COURT—Hough, J. Jury calendar. 132—McKinnon v. Heinze. 215—New York Assets Rel Co v. McKinnon. 166—Corcoran v. Borden's Condensed Milk. 123—Montoiaro v. Dempsey. 201—Petition v. Strianese. 233—Burti v. Federal Cigar Co. 225—Kostant v. Borden's Cond Milk. 233—United States v. Ackert. 234—United States v. 148 packages Panama hats. 235—United States v. 36 packages Panama hats. 236—United States v. 26 packages Panama hats. 237—United States v. 14 packages Panama hats. 238—United States v. 3 cases Panama hats. 241—Pyrene Manufacturing Co v. Shoeffel. 242—Pitts Plate Glass Co v. Hilton. 244—Braun v. Tiedemann. 247—Schmidt v. Standard Steel Car Co. 249—Cristen v. Leonard. 253—Smith v. Loeb & Schoenfeld. 255—Nicoll v. Pullman Co.

UNITED STATES DISTRICT COURT—Noyes, J. Jury calendar. 135—Drobney v. Lukrus Iron & Steel Co. 119—Bernier v. Griscom Spencer. 112—McKinney v. Alabama Sec Co. 295—Joline & Robinson v. Blake. 168—Schupp v. Thompson-Starrett Co. 133—Connolly-Fannings Co v. C E Thurston Co. 178—Tillinghast v. Moran. 179—Tillinghast v. Henderson. 195—Clapp v. Whitridge. 203—Fletcher v. N Y, N H & H R R. 221—Long v. B & M R R. 222—McKeon v. B & M R R. 228—Lass v. B & M R R. 104—Sovereign Bank v. Stanley. 150 U S v. J Mandleberg Co. 170—Montgomery v. Spencer Optical Co. 164—Franz v. Straus. 209—Silverman v. B & M Co. 204—McGrath v. Oceanic Steam Nav Co. 182—U S Finance Co v. State Line Oil & Gas Co. 214—Veale v. B & M R R. 140—Sovereign Bank v. Stanley.

UNITED STATES DISTRICT COURT.—Mayer, J. Motion calendar. 1—Babbitt v. Read. 2—Bruce v. C H & Dayton R R. 3—Standard Elec Works v. Man Elec Supply Works. 4—Munson S S Line v. Glasgow Nav Co. 5—Myers v. Dairy Products. 6—Price v. Brazileiro. 7—Nassauer v. Waring. 8—Harrigan v. Bouvier. 9—Tillinghast v. Ryan. 10—In re Rendace. 11—Krautz v. Sibley. 12—Sunshine Cloak & Suit Co v. Karger. 13—Cannon v. Savoy Trust Co. 14—In re Negro Point. 15—Coco Cola Co v. Williamsburg Stopper Co. 16—Same v. Wittemann Bros. 17—Monarch Vacuum Cleaner Co v. Vacuum Cleaner Co. 18—Hale v. Arnold. 19—Ambury v. Ungar. 20—Wright Co v. Herring-Curtiss. 21—Rivers v. Compagnie Gen Trans. 22—Undelman v. Bordens. 23—Brazileiro v. Hills. 24—Pyrene v. Schoeffel. 25—Perforated Plate Co v. Connolly. 26—N Y Times v. Press Pub Co. 27—Cantalupo v. Lacorazza.

UNITED STATES DISTRICT COURT—Platt, J. Equity calendar. 52—Deitsch v. Gibson.

STATE.

SUPREME COURT—Appellate Division—Ingraham, P. J.; McLaughlin, Clarke, Scott, and Dowling, JJ. Court opens at 10 A. M. Motions and non-enumerated motions. 36—Cuffey v. Stollweck Bros. 37—Griffiths v. Griffiths. 38—Colt v. Colt. 39—Cross v. Cross. 40—Ducas v. Ducas. 41—Matter of Harry Voorhees. 43—Jamaica Water Supply Co v. Drummond. 44—Ford v. City of N Y. 45—Schultze v. Huttlinger. 46—Oliver Refining Co v. Aspegan. 47—Anderson v. N Y & H R R. 48—Boteler v. Frank. 49—La Fourrure v. Newman. 50—Am Exch Nat Bank v. Palmer. 51—Heller, Hirsh & Co v. General Mfg Co. 52—Osborne v. Thorn. 53—Percival v. Percival. 55—Fitzpatrick v. Bockus. 56—Berlinger v. Macdonald. 57—Rosenheim v. Brenner. 58—Kalt Lumber Co v. Dupignac. 59—Matter of Saverio Scalza. 60—Zagat v. Frankel. 61—Mut Life Ins Co v. Cockerill. 62—Matter of Peter Murphy. 65—Bushby v. Berkeley. 66—Fletsch v. Peerless Printing Co. 67—Sells v. Autographic Register Co. 69—Putnams v. Wm P Pickett.

SUPREME COURT—Special Term—Part I.—Erlanger, J.—Litigated motions: 1—Matter of Cohn. 2—Robertson Sales Co v. Spiegel. 3—Porter v. Porter. 4—Michel v. Gemmer. 5—Harlem Brass Rod Mfg Co v. Zelden. 6—Matter of Katringris. 7—Caufal v. Gunby. 8—Matter of McMahon. 9—Davidson v. Kaufman. 10—People v. Locurta. 11—Maze Realty Co v. Young Men's Christian Assn. 12—Fiske & Co v. Nicoll. 13—Kufferman v. Finger. 14—Seaman v. Bdway Bk of Bklyn. 15—Thonges v. Higgins. 16—Foster v. Connolly. 17—Joseph v. Herzig. 18—Nethersole v. Liebler. 19—People v. Carless. 20—Matter of O'Connor. 21—Hauser v. Hauser. 22—Leddy v. Leddy. 23—Marks v. Marks. 24—Messmer v. Boettger & Co. 25—Bauman v. Hess. 26—Realty Federation v. Dandolph. 27—Donoghue v. Callanan. 28—Murray v. Dana. 29—Rieder v. N Y Turn Verein. 30—Same v. same. 31—Appelbee v. Skriwanek. 32—Fuchs v. Grossman. 33—Same v. same. 34—Spiess v. S S Shubert Booking Agency. 35—Same v. same. 36—Matter of Universal Silk Mill. 37—Karl v. Karl. 38—Wenzelberger v. Hines. 39—Moriarity v. Hines. 40—Quinn v. Peck. 41—Barry v. Gibson. 42—Gordon v. Weissman. 43—Matter of Steiman. 44—Hickey v. Degnon Cont Co. 45—Lennig v. Lennig. 46—Kaufman v. Kaufman. 47—Balestier v. Tribune Assn. 48—Moses v. Solomon. 49—Matter of Andrews (Renault Taxi Service. 50—Matter of Andrews (Motor Taximeter Cab Co.) 51—People ex rel. O'Dair v. Miller. 52—Kadushin v. Krever. 53—Matter of Man Sec Co. 54—Maldonado & Co v. Yglesias. 55—Emos v. Emos. 56—Wood v. Fiske. 57—In re Sanchez. 58—McAllister v. McAllister. 59—May v. French Trading Exchange. 60—Marks v. Martin. 61—Keller v. Geayer. 62—Overton v. Gobber. 63—Gens v. Cohn. 64—Cockburn v. Leuchtenburg. 65—Gerdes v. Harnet Realty Co. 66—Krauer v. Weir. 67—Solomons v. Marlowe Mfg Co. 68—Maas v. Wadsworth Amuse Co. 69—Springer Realty Co v. Devine. 70—City of N Y v. O'Leary. 71—Same v. Freidman. 72—Bliss v. Bishop. 73—Rossetti v. Riss. 74—Green v. Phillips. 75—Flint v. Tuttle. 76—Birken v. Uranium S S Co. 77—Alexander v. Cambridge Tile Mfg Co. 78—Jencks v. Stokes. 79—Jaeger v. Schaefer. 80—Wilson v. Bracken. 81—Matter of Schleicher Co. 82—Am Woolen Co v. Klipner. 83—Matter of Parisette. 84—Rogers v. Rogers. 85—City of N Y v. Schultze. 86—Eisenstein v. Colton Dental Assn. 87—Kelly v. Alpi. 88—Whitson v. Whitson. 89—Kuhneman v. Hoffman v. Deyerberg Const Co. 90—Shaley v. Misseildine. 91—Matter of N Y Square Bed Co. 92—Degion v. Sulzberger & Sons Co. 93—Herrmann v. Rislander. 94—People v. Hein.

SUPREME COURT—Special Term—Part II.—Bischoff, J. Ex parte business.

SUPREME COURT—Special Term—Part III.—Greenbaum, J. Motions. Demurrers. 415—Hull v. Palmer. 422—Luff v. Connolly. Preferred cases: 5154—Clinton Point Stone Co v. City of N Y. General Calendar. 4680—Appel v. Appel. 3870—Cowan v. Baisley. 4489—Glass v. Glass. 4763—Obermayer v. Geering. 1840, 1841—Davies v. Davies. 4128—Liske v. Liske. 4502—Holmes v. Thain. 4535—Setteducati v. Devenuto. 4543—Phelps v. Phelps. 4550—Stevenson Brew Co v. Junction R Co. 4675—Silbert v. Silbert. 4533—Rabinovits v. Rabinovits. 4783—Harding v. Havermeyer. 4974—Keeler v. Ungaro. 480—Andruss v. Am Amuse Assn. 2861—West Concrete Block Co v. Marcuse. 4594—Roden v. Dimeima Con Co. Case on.

SUPREME COURT—Special Term—Part IV., case on; Part V., case on; Part VI., case on; Part VII., clear; Part VIII., case on.

SUPREME COURT—Trial Term—Part I. (Criminal Term)—Davis, J. 1—Edgar A. Whitney. 2—Fred Kann (5.) Case on.

SUPREME COURT—Trial Term—Part II.—Delany, J. 6401—Planco v. Tekulsky. 6426—Windsor Trust Co v. Norton. 6479—Hodgens v. Jennings. 6449—Hunt v. Breen. 6419—Halsey v. Board of Education. Case on.

SUPREME COURT—Trial Term—Part III.—Pendleton, J. 965—Nagle v. Whitridge. 876—Cohn v. Joline. 914—Reising v. same. 915—Hammett v. same. 928—Murtha v. Central Park, &c, R R. 364—Flocker v. Hudson & Man R R. 986—Toner v. Central Park, N & E R R Co. 989—Hallberg v. N Y C & H R R R. 993—Reimer v. Joline. 925—Messler v. Whitridge. 963—Feldstein v. City of N Y. 974—Siegelwax v. Joline. 1008—Lisi v. same. 1021—Heller v. Nassau Elec R R. 627—Dermers v. City of N Y. 628—Tostenin v. same. 1036—Rabb v. B H R R. 1051—Dearborn v. Int R T. 1035—Bernstein v. Whitridge. 1059—Larkin v. Joline. 1060—Buchanan v. same. 1061—Collins v. same. 1063—Roeser v. Central Park, N & E R R. 1069—Levy v. B H R R. 987—Hedden v. Whitridge. Case on.

SUPREME COURT—Trial Term—Part VIII.—Dugro, J. Inquest. 4174—Mullane v. Shay. 3588—Smith v. Rubel. 4448—Mason v. McAvoy. 4237—O'Neill v. Kraftmeyer & Newberger. 4498—Condron v. Carr. 4489—Schweitzer v. Un Switch Signal Co. 4375—Ciravolla v. Bakers & Con Com Yeast Co. 2100—Manh Storage & Warehouse Co v. N Y & L I Traction Co. 4161—Haskell v. Rutger Const Co. 4269—Nolen v. City of N Y. 4063—Lang v. Adrian. 4382, 4389—Fraler v. McKesson. 4417—McDonough v. Am Ice Co. 4479—Connelly v. Kenn-Well Cont Co. 4387—Tkatch v. Lauer. 4405—Person v. N Y & Long Branch Stbt Co. ..—Denusel v. Williams. 2889½—Bartolomucci v. Turnbull. 3734—Spillane v. Holly. 3460—Blaustein v. Schwartz. 4084—Spector v. Fahrenholtz. 4264—Bohlen v. N Y Cont Co. 4265—Jackson v. same. 4481—Zackerman v. City of N Y. 4483—Zuckerman v. same. 2974—Klaw v. N Y Press Co. 4513—Timmers v. Am Ice Co. 4541—Levy v. Ipp. 3102—Rose v. Dray. 4021—Kanefsky v. Columbia Typewriter Mfg Co. 4380—Schwartz v. Fidanza. 4501—Snow v. Sonkon. 4568—Reilly v. Fischer. 4470—Cosena v. La Spina Morris Cut Stone Co. 4490, 4491—Magezas v. Fass. 4494—Spiegel v. Speedway Amuse Co. 4495—Hughes v. Conroy Bros. 4496—Bushong v. Wanamaker. 4502—Denzler v. Chrystie. 4503—McGuire v. Roberts. 4504—Murawski v. Parkinson Coal & Coke Co. 4505—Valentine v. Brokaw. 4506—Seaman v. Kingston Const Co. 4510—Kramer v. Crocker. 4511—Nevins v. C A Cowen & Co. 4516—Bernstein v. Hammersmith. 4522—Mase v. Universal Steel Erecting Co. 4523—Sullivan v. Wills. 4526—Huot v. Weeks. 4677—Krauss v. Tiffany & Co. Case on.

SUPREME COURT—Trial Term—Part IV., case on; Part V., case on; Part VI., case on; Part VII., case on; Part IX., case on; Part X., case on.

SUPREME COURT—Trial Term—Part XIV.—Newburger, J. 374 Hopper v. Title Ins Co. 3249—Mayer v. Cipolla. 523—Lamura v. Horwitz. 4073—Hudson Woolen Co v. Am Credit Ind Co. 4186—Brower v. Kemerer. 3960—Hansen v. Schultze. 1806—Borofsky v. Burton Pierce Co. 4550—Hoch v. Ben Strauss Co. 4458—Tomlinson v. Tomlinson. 3386—Kiesig v. Lazarus. 3975—Coleman v. Lincoln. 3793—Harris v. Albus. 1917—Alexander v. Old Bridge Enameled, &c, Company. 1921—Same v. United States Encaustic Tile Works. 508—Same v. Mosaic Tile Co. 2708—Same v. Columbus Tile Co. 2731—Same v. Nat Tile Co. 1022—Same v. Cambridge Tile Manufac. Co. 6456—Farley v. Allen. 1067—Salomon v. Am Rattan and Reed Mfg Co. 2207—Steiner v. Hackett. 912—Kelly v. Carton. 4024—Lyman v. Larimore. 2752—Warren v. Beltiro. 2664—Konheim v. Harris. 4291—Snyder v. Snyder. 854—Tarbox v. City of N Y. 4285—Dempsey v. Greenwich Sav Bank. 3433—O'Shea v. White. 3587—Grabfield v. Haralson County Bank. 4407—Herrman v. West Side Bank. 4540—Danziger v. Silverfield. 4556—Witteman Co v. John Stanton Brew Co. 1579—Benedict v. Security Ins Co. 6300—City of N Y v. N Y Mail and Transfer Co. 3172—H W Thayer Co v. Schenkel. 662—Franco v. Radt. 4145—Furness v. Shubert. 4535—Henry Philips Estates v. Phonig. 6506—Murphy v. City of N Y. 6507—Cocks v. same. 6508—Schott v. same. 6509—King v. same. 4424—Columbian Bd of Brokers v. Brown Realty Co. 4469—Kirschenbaum v. Joseph Weschler Estates. Case on.

SUPREME COURT—Trial Term—Part XII., clear; Part XIII., case on; Part XV., case on; Part XVI., case on; Part XVII., case on.

SURROGATES' COURT—Chambers—Cohalan, S. Motion calendar. 1—Lucius H. Smith. 2—Theophilus J. Bloomer. 3—James Walsh. 4—Samuel Kommel. 5—Francis McGennis. 6—Edgar A. Truchsess. 7—Rose Keenan. 8—Annie Redwood. 9—Mary M. Gallagher. 10—Annie Baker. 11—Anna Rappaport. 12—Bridget Carroll. 13—Nunzio Sassani. 14—Francesco Ciampani. 15—Lawrence Odell. 16—Frederick Augarten. 17—Henrietta Davis. 18—John D. Hass. 19—Margaret L. Zborowski. 20—Amelie Nouvel. 21—Sigmund Hirsch. 22—Morris Goldberg. 23—Lena Harris. 24—Amelia Kommel. 25—Fred Rothschild. 26—John Klinger. 27—Kate Cuffe. 28—Wilhelmina C. Ronner. 29—Bridget Houlihan. 30—Patrick J. Ferrigan. 31—Mary Kimmins. 32—Isidor Dubner. 33—John W. Coe. 34—Luther Baldwin. 35—Edward Richards. 36—John Fisher. 37—Antonio F. Criado. 38—Gerardus Boyce. 39—Abraham Underhill. 40—Sarah Ellis. 41—Vincent C. King. 42—Elisha Young. 43—Catherine Osterloh. 44—Alexander Herman. 45—Alexander Herman. 45—Samuel Sisman. 46—Eliza Arnold. 47—Jacob Bookman. 48—George W. Galinger. 49—William H. Beadleston. 50—James M. Lawton. 51—Henry Clausen, Jr. 52—Emelia C. de Sala. 53—Edwin S. Chapin. 54—William Hurry. 55—Samuel Jacoby. 56—John H. Miller. 57—Jane E. Willard. 58—Sarah C. Bontecou. 59—Edwin Walz, &c. 60—Ernestina Bretstein. 61—Charles S. Baum. 62—Pauline M. Kurz. 63—John Hill. 64—Mary Walther. 65—Isabella Monholland. 66—Martha J. Spring. 67—Agnes Hill. 68—Harriette A. Durkee. 69—Joseph E. Simmons. 70—William Carroll. 71—James J. Higginson. 72—Philip Kraker. Wills for probate: James S. Brown, Margareta Schiffer, Mary O'Neill, Alfred B. Church, Bridget Madden, Adina Rietzel, Giuseppe Caugliaiosi, Adolph Heymann, and Eleanor J. Porter.

CITY COURT—Trial Term—Part I., Finelite, J.; Part III., Green, J.; Part IV., La Fetra, J.; Part V., Donnelly, J.; Part VI., Delehanty, J.; Part VII., Lynch, J.; Part VIII., O'Dwyer, C. J. Calendar called in Trial Term, Part I. Room at 9:45 A. M. 6109—Moeller v. Moore. 6206—Whitaker v. Miller. 6639—Bernstein v. Fuller's Exp Co. 7114—Ribber v. Bloomingdale. 6167—Kendael v. Doughty. 6953—Sexauer v. Milliken. 7088—Spanos v. Joline. 835—Moses v. Arena Const Co. 7140—Erickson v. Edible Oils Co. 7148—Frank v. N Y Ind Meat Co. 7150—Loketz v. Sokolowsky. 7067—Elmer v. Chipparine. 6624—Carlock v. Manning. 4799—Kramer v. Wolf. 7167—Bjurstrom v. Joline. 5958—Strohmeyer & Arpe Co v. Netherlands-Am Steam Nav Co. 7107—Ravitz v. Schwartz. 5440—Phillips v. Linch. 7011—Boland v. Penn R R. 7012—Lemham v. Westminster Presby Church. 7141—Anderson v. N Y, N H & H R R. 7145—Zucol v. Reid-Palmer Con Co. 6891—Cunningham v. Weed. 7101—Solomon v. Joline. 5795—Bell v. Decker. 6151—De Giuseppe v. Ind Land Imp Co. 6152—Clemente v. Heilbrun. 7164—Brinn v. Joline. 6404—Goldstone v. Hart. 6169—Burns Bros v. Boehm. 6207½—Pope v. Miller. 6964—Colonial Trust & Sav Bk v. Hutchinson. 6983—Scharff v. Fidelity & Casualty Co. 6989—Miller v. Evans. 6740—Muller v. Joline. 7094—Oddie v. Melton. 5259—Equitable Trust Co v. Todd. 6941—Bachrach v. Rhodus. 5793—Selinger v. Rothstein. 7168—Cross & Brown Co v. Hurlburt Grand Hotel Co. 7169—Same v. L Rheims Co. 7170—Mandel v. Paterno Son Cont Co. 7171—Capper v. Watson. 7172—Frayne v. Thompson-Starrett Co. 7173—Asher v. McEachren. 7174—Afeltra v. Lloyd Sabando Soc, &c. 7175—McKeowen v. Joline. 7176—Wiener v. Tiger. Case on.

CITY COURT—Trial Term—Part III., case on; Part IV., case on; Part V., case on; Part VI., case on; Part VII., case on; Part VIII., case on.

CITY COURT—Trial Term—Part II.—Schmuck, J. 4253—Schattman v. Wile. 4232—Freeman v. Horgenban. 4286—Cohen v. Darnberg. 4278—Iacuzzo v. Illinois Surety Co. 4299—Lehman v. Sternberg. 4302—Rapone v. Illinois Surety Co. 4303—Qualtroiche v. same. 4304—Centelmi v. same. 4307—Myers v. Menzel. 4308—Internat Trust Co v. Caroline. 3858—Lowenstein v. Morgenthau Co. 4256—Gibson-Steingart Const Co v. Friedman. 4194—Fitzgerald v. Cole. 4293—Moos v. Runkle. 4153—Weil v. Warner. 4281—Marling v. Nat Gas Governor Co. 4260—Belland v. Censer. 4264—Botvinick v. Siegel. 4272—Jacobs v. Rosenthal. 4273—Same v. Lieberman. 4274—Same v. Stern. 4275—Same v. Mainer. 4276—Same v. Meyers. 4277—Same v. Stern. 4313—Gross v. Van Dyck Gravure Co. 4318—Perlberg v. Durst. 4323—Blackstone Realty Co v. Gelber. Case on.

Referees Appointed—New York.

SUPREME COURT.—Bischoff, J. McCann v. Welles—Louis B. Hasbrouck. East River Sav Inst v. Robinson—Thos F Gilroy, Jr. Mann v. Boehm—Isidor Siegeltuch.

SUPREME COURT.—Erlanger, J. Woodruff v. N Y State Ry Co—Arthur M Levy. In re Mark v. Richard—J D Keating. Roemer v. Holton—Samuel J Goldsmith. Sonnanburg v. Hoffmire—Wm M Haes. Ruth v. Rose—Walter Hirsch. Mount Vernon T Co v. Jordan—Cambridge Livingston.

CITY COURT.—Finelite, J. Amauna v. Schultz—Chas L Hoffman.

Receivers Appointed—New York.

SUPREME COURT.—Bischoff, J. Samuel H. Golding v. Abraham Goldschlag—Jacob Katz. Andrew J. Toland v. Victor Herbert—Albert Sanders. Harris Harris v Jeannetta Herbst—Albert Sanders.

Kings County.

SUPREME COURT—Appellate Division—Second Judicial Department—Jenks, Hirschberg, Burr, Thomas, Carr, JJ. Enumerated day calendar. 210—Cain v. Thompson Co. 310—Jones v. Grand Central Palace Co. 324—Reid v. N Y & N J Telephone Co. 328—Fester v. B U E R R. 331—Bohringer v. Campbell. 333—Murphy v. Buckley, Newhall Co. 335—Clancy v. Prescott. 337—Fogarty v. Pittsburgh Co. 338—Weber v. Baibach. 340—Terwilliger v. L L R R. 341—Brewer v. Byrne. 344—Posstad v. Von Hoveling Co. 346—Matter of Rowland. 349—Bowman v. Furber. 350—Hinck v. Block.

SUPREME COURT—Special Term—Marean, J. 567—Beluck v. Heller. 1602—Macoy Pub Supply Co v. Allen. 1634—Rickarby v. Cohen. 2101—Healy v. Healy. 1764—Kobre v. Clark. 1685—Romeo v. Romeo. 1811—Harrison v. Harrison. 1958, 1960—Hagarty (3 cases) v. City of New York. Highest number reached on the regular call, 2100.

SUPREME COURT—Trial Term—Part I., Kelly, J.; Part II., Aspinall, J.; Part III., Kelby, J.; Part IV., Clark, J.; Part V., Garretson, J.; Part VI., Scudder, J.; Part VII., Kapper J. 4071—Freimark v. B H R R. 4091—Frangipane v. Cortelyou. 4109—Arrington v. City of N Y. 4017—Irvin v. B H R R. 4076—Catterson v. Gair Co. 4111—Hendricks v. Interborough R T. 4121, 4122—McGrath v. McEvoy. 3780—Schapierer v. Balmer et al. 1759—Levy v. B, Q Co & Sub R R. 5465—Wunderlich v. Alexe. 2525—Kelly Asphalt Co v. Thompson. 1391—Bocklet v. Rau et al. 1517—Blandina v. Nassau R R. 3887, 3888—Diack v. same. 3017—Burck v. same. 3993—Shaw v. B, Q Co & Sub R R. 4021—Ennis v. Straus et al. 3796—Hanna v. B H R R. 7022—Limerick v. Holdsworth et al. 7042—Criscuoli v. Criscuoli. 7161—Madden v. Pittsburgh Cont Co. 4137—Brustman v. City of N Y. 4138—Reichart v. same. 6106—David v. Geekie et al. 4126—Fabricane v. Unterman. 4141—Horowitz v. City of N Y. 4142—Smith v. Am Art Sign Co. 4151—Riover v. B H R R. 4153—Nevins v. Nassau R R. The balance of the calendar stands over until April 22. Highest number reached on regular call, 4222.

COUNTY COURT—Civil Calendar. Part III. Stratton, J. Actions triable by the court without a jury. 1823—Oser v. Risch. 1824—White v. Barnes. 1528—Gasner v. Schwartz. 1763—Coney Island Lumber Co v. Coady. 1649—Berger v. Boylan. 1805—Savarese v. Valantino. 1762—Rosenblett v. Connor.

SUPREME COURT—Special Term—Maddox, J.—Motions: 1—Matter of Spenke (Ring.) 2—Wight v. Wing et al. 3—Matter of Sohmer (Kings Co Trust Co and ano.) 4—Matter of Sohmer (Kings Co Trust Co.) 5—Matter of Bacon (Jennings.) 6—Matter of Davin. 7—Matter of Webb, Jr. 8—Anderson v. Anderson. 9—Matter of Himmelstein, Arker & Co (Anenberg.) 10—Lenhardt v. McCollum.) 11—Matter of Apollo St-Porter Av. 12—Whitlock v. Sweet et al. 13—Frischkorn v. Frischkorn. 14—Matter of Breiterman Cue Co. 15—Anker v. Markendorf et al. 16—Patten, Jr. v. Gilson and ano. 17—Millman v. Millman. 18—Millman v. Millman. 19—DeMark v. H J Wolf Constr Co et al. 20—Beldo v. Epps et al. 21—Groden v. McLeenan et al. 22—Kalashen v. Fullman. 23—Lausser v. Lauser Realty Co. 24—Matter of Vermont Bldg Co (Levin.) 25—Ginsberg v. Reiss and ano. 26—Werner v. Werner. 27—Shary v. McManus. 28—Bushwick Club v. Minzesheimer. 29—Notaro v. Brodvin and ano. 30—Nemero v. Brodvin and ano. 31—People ex rel Price v. Municipal Civil Service Commission. 32—Bragaw v. Stemmler. 33—Jocher v. Jackel et al.

The Thaw Habeas Case.

The application of Clarence T. Shearn, attorney for Mrs. Thaw, for a writ of habeas corpus in order that a third inquiry may be made into the mental condition of Harry K. Thaw, now confined in the Matteawan Hospital for the Criminal Insane, is to be considered by Supreme Court Stapleton in Brooklyn to-day. It is understood that by stipulation of counsel, William A. McQuaid, First Deputy of the New York, representing Attorney General Carmody, the hearing will be adjourned to April 27, when the matter will be argued before Judge Marvin T. Keogh of White Plains.

Arrival of Buyers.

Arriving buyers may register in this column by telephoning 1000 Bryant.

May Shoe and Clothing Co., Denver, Cal.; W. I. Mead, clothing; 4 Washington Place.
Kline Cloak Co., Detroit, Mich.; Miss B. Horwitz, ready to wear; 7 E. 20th.
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Hale, O. A., & Co., San Jose, Cal.; C. H. Vidriksen, furn. goods; 395 Broadway.
Baltimore Bargain House, Baltimore, Md.; H. A. Richard, rugs; 72 Leonard.
Sears, Roebuck & Co., Chicago, Ill.; W. J. Barnett, woolens; 438 Broadway.
Brown, Thompson & Co., Hartford, Conn.; Miss C. Kennedy, millinery; 2 Walker.
Powers Mercantile Co., Minneapolis, Minn.; E. D. Rankin, woolens; 214 Church.
Siegel, Cooper & Co., Chicago, Ill.; Miss M. Garrity, corsets; 6th Av. and 20th.
Munger, H. G., Co., Herkimer, N. Y.; A. E. Williams, domestics and linens; 320 Church.
Donaldson, L. S., Co., Minneapolis, Minn.; W. Amluxen, dry goods; 2 Walker.
Shartenberg & Robinson Co., Pawtucket, R. I.; Miss A. C. Murray, corsets, ladies' and infants' wear; 75 Spring.
Nugent, B., & Brother Dry Goods Co., St. Louis, Mo.; E. D. Russell, gloves, fans, and ribbons; 31 Union Square.
Field, Marshall, & Co., Chicago, Ill.; F. L. Brethauer, curtains, (wholesale;) 104 Worth.
Fowler, Dick & Walker, Wilkesbarre, Penn.; W. McWilliam, domestics, linens, cloaks, suits, waists, hosiery, and gloves; 104 5th Av.
Noyes, Thomas, Co., Charleston, West Va.; A. S. Thomas, notions; Latham.
Wallace, J., Sons, Stroudsburg, Penn.; A. J. Wallace, dry goods; Breslin.
Miller & Rhoads, Richmond, Va.; G. S. Reeder, cloaks, suits, waists; 55 White; Wolcott.
Porter, J. J., & Co., Pittsburgh, Penn.; J. J. Porter, millinery; Grand.
Whitner, C. K., & Co., Reading, Penn.; Miss L. W. Grosch, laces; Grand.
Morehouse-Martens Co., Columbus, Ohio; M. Morehouse, dry goods; E. R. Parsons, dry goods; 315 4th Av.; Hoffman House.
Morehouse Co., Cleveland, Ohio; W. W. Wrigh- cloaks, suits; M. B. Daly, dry goods; 315 4th Av.; Hoffman House.
Horne, J., Co., Pittsburgh, Penn.; Miss A. G. Dewar, laces, dress trimmings; 320 Church; Victoria.
Morris, Worm & Reilly, Chicago, Ill.; H. Morris, notions, ribbons, jewelry; 487 Broadway.
Weiskopff & Co., Chicago, Ill.; L. Weiskopff, millinery; Cadillac.
Richmond D. G. Co., Richmond, Va.; E. B. Sydnor, dry goods; 75 Leonard; Great Northern.
Flint & Kent, Buffalo, N. Y.; I. B. Hope, furn. goods, hosiery, gloves; 220 5th Av.; Great Northern.
Hurdley, Pierce & Anderson Co., Cleveland, Ohio; A. Hurdley, millinery; Imperial.
Gimbel Brothers, Philadelphia, Penn.; Hugo Fischer, cloaks, suits; Broadway and 32d.
Galland Brothers, Wilkesbarre, Penn.; G. Galland, muslin underwear; 6 West 22d. Gregorian.
Schaper Bros., St. Louis, Mo.; H. Krueger, notions; 69 5th Av.; Navarre.
Baltimore Bargain House, Baltimore, Md.; M. G. Frazier, neckwear, laces; 72 Leonard.
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DIVIDENDS.

The Guanajuato Power and Electric Company.
Hagerman Building, Colorado Springs, Col.
PREFERRED DIVIDEND NO. 15.
A dividend of one and one-half per cent. (1½%) upon the preferred stock of this Company has been declared, payable May 1, 1912, to stockholders of record on the books of the Company on that date.
The transfer books will be closed on April 19, 1912, and reopen on May 2, 1912.
LEONARD E. CURTIS, Treasurer.

Missouri, Kansas & Texas Railway Co.
49 Wall St., New York, April 10th, 1912.
The Board of Directors has declared a semi-annual dividend of Two Per Cent. (2%) on the Preferred Stock of this Company, payable May 10th, 1912, to stockholders of record April 20th, 1912. Checks will be mailed to Preferred stockholders at the addresses recorded on the books of the Company. The transfer books will not be closed. C. N. WHITEHEAD, Treasurer.

CHARLES WARNER CO. OF DELAWARE.
First and Second Preferred Stock Dividend No. 37.
The regular quarterly dividend of ONE AND THREE-FOURTHS (1¾%) PER CENT. on the First and Second Preferred Capital Stock of the Charles Warner Company has been declared, payable April 25th, 1912, to stockholders of record March 30, 1912. Checks will be mailed. A. D. WARNER, Jr., Treasurer.

THE BUFFALO MINES, LIMITED.
Notice is hereby given that an extra quarterly dividend of three per cent. (3%) on the capital stock of The Buffalo Mines, Limited, will be paid May 15th, 1912, to shareholders of record on May 6th, 1912. Stock books will close at the close of business on May 6th, 1912, and reopen for transfer on May 16th, 1912.
GEORGE C. MILLER, Secretary-Treasurer.
April 16th, 1912.

NORFOLK & WESTERN RAILWAY CO.
The Board of Directors has declared a quarterly dividend of one per cent. upon the Adjustment Preferred Stock of the Company, payable at the office of the Company, Arcade Building, Philadelphia, Pa., on and after May 18, 1912, to the Adjustment Preferred Stockholders as registered at the close of business April 30, 1912. E. H. ALDEN, Secretary.

New York Telephone Company.
First and General Mortgage Gold Sinking Fund Bonds.
Coupons from these bonds payable by their terms on May 1, 1912, at the office or agency of the Company in New York or Boston, will be paid in New York at the office of the Treasurer, Room 675, 18 Cortlandt Street.
FORD HUNTINGTON, Treasurer.

AMALGAMATED COPPER COMPANY.
42 Broadway, New York, April 18, 1912.
At a meeting of the Directors of the Amalgamated Copper Company a dividend of One Per Cent. (1%) was declared, payable May 27, 1912, to stockholders of record on the books of the Company as of 12 o'clock noon, April 27, 1912.
A. H. MELIN, Secretary.

UNITED STATES EXPRESS CO.
New York, April 13, 1912.
157th Dividend.
A Semi-annual Dividend of Three Dollars per share has been declared payable May 15th, 1912. Transfer Books will be closed May 1st to 15th, 1912, both days included.
C. D. MARTIN, Treasurer.

PACIFIC BANK.
470 Broadway, New York, April 17, 1912.
The Board of Directors have this day declared the regular quarterly dividend of Two Per Cent., payable on May 1 next, to stockholders of record of April 16, 1912. The transfer books will be closed to May 1, 1912.
S. C. MERWIN, Cashier.

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CAMPANIA: May 15, 1 A.M. June 26; June 5, 1 A.M. July 17
CARMANIA: May 18, 10 A.M. July 13; June 15, 10 A.M. Aug. 10

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NEARBY SAILINGS
Lapland..... April 20, 10:00 A. M.
Celtic....... April 25, 12:00 Noon
Kroonland... April 27, 10:00 A. M.
Adriatic...... May 2, 12:00 Noon

AMERICAN Pier 62, N. R. 9:30 A. M.
Plymouth—Cherbourg—Southampton
St. Louis......May 11 | Philadelphia.....May 18

ATLANTIC TRANSPORT
New York—London Direct, Pier 58, N. R.
Minnetonka.May 4, 10:30 AM | Minnewaska.May 18
Minnehaha...May 11, 1 PM | Minneapolis.May 25

RED STAR Pier 61, N. R. 10 A. M.
London, Paris via Dover—Antwerp
*Lapland.......Apr. 20 | Finland.........May 4
Kroonland.......Apr. 27 | Vaderland......May 11
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WHITE STAR Piers 59 & 60, N. R.
Plymouth—Cherbourg—Southampton
Olympic (new)..May 4 | Olympic (new). May 25
Oceanic...May 18, noon | Oceanic..........June 8
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Celtic.....Apr. 25, noon | Baltic..........May 9
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Pres. Lincoln. 25th, 1 P. M.
Kais'n Aug. Vic. 30th, 9 A. M.

MAY SAILINGS
§¶Pretoria ... 4th, 12 Noon
Victoria Luise. 7th, 10 A. M.
§*Batavia ....11th, 1 P. M.
Amerika ....16th, 9 A. M.
Pres. Grant...18th, 10 A. M.
§¶Pennsylvania. 23d, 11 A. M.
Cincinnati ...25th, 1 P. M.
Kais'n Aug. Vic. 30th, 10 A. M.

JUNE SAILINGS
Victoria Luise. 6th, 9 A. M.
Pres. Lincoln. 8th, 11 A. M.
Amerika ....13th, 9 A. M.
§¶Pretoria ...15th, 9 A. M.
Cleveland ...20th, 10 A. M.
Hamburg ......22d, 12 Noon
Kais'n Aug. Vic. 27th, 9 A. M.
Pres. Grant...29th, 10 A. M.
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S.S. Moltke, May 29, July 6, 10 A.M.

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Sun rises..5:16 | Sun sets..6:43 | Moon sets..9:40

THE TIDES.

	High Water. A.M.	High Water. P.M.	Low Water. A.M.	Low Water. P.M.
Sandy Hook	8:43	9:07	2:43	2:42
Governors Island	8:52	9:18	3:12	3:05
Hell Gate	10:42	11:08	4:37	4:40

Arrived—Thursday, April 18.

SS Mesaba, London, April 6.
SS Athinai, Palermo, April 3.
SS Flandre, Antwerp, March 28.
SS Borderer, Calais, April 5.
SS Regent, Huelva, March 29.
SS Caracas, San Juan, April 13.
SS Ragnarok, Nipe Bay, April 12.
SS Maude, Matanzas, April 13.
SS Arcadian, Bermuda, April 16.
SS Metapan, Kingston, April 15.
SS Minnesota, St. Johns, April 13.
SS Annetta, Baracoa, April 13.
SS Strathroy, Plymouth, April 4.
SS Colorado, Galveston, April 11.
SS Iroquois, Jacksonville, April 15.
SS Princess Anne, Norfolk, April 17.
SS Jamestown, Norfolk, April 17.
SS Chesapeake, Baltimore, April 16.
SS Pathan, Boston, April 16.
SS Chelston, Nipe Bay, April 12.
SS Carpathia, (returning.)

Incoming Steamships.

DUE TO-DAY.

Queen Amelie	St. Lucia	Mar. 30
Yumuri	Cienfuegos	Apr. 8
Bohemian	Liverpool	Apr. 7
Cubana	Cardenas	Apr. 11
Mauretania	Liverpool	Apr. 13
Colorado	Galveston	Apr. 11
Momus	New Orleans	Apr. 13
Iroquois	Jacksonville	Apr. 15

DUE TO-MORROW.

Celtic	Liverpool	Apr. 12
Macedonia	Patras	Apr. 4
Monterey	Vera Cruz	Apr. 11
El Norte	Galveston	Apr. 13
City of St. Louis	Savannah	Apr. 16
Parima	St. Thomas	Apr. 13
San Marcos	Brunswick	Apr. 16

DUE SUNDAY.

Cameronia	Glasgow	Apr. 13
Ancona	Naples	Apr. 11
Indradeo	Gibraltar	Apr. 7
Gwladys	Lisbon	Apr. 5
Herman Frasch	Sabine	Apr. 14
City of St. Louis	Savannah	Apr. 18

Outgoing Steamships.

SAIL TO-DAY.

	Mails Close.	Vessels Sail.
Purus, Maceo	12:00 M.	3:00 P.M.
Seguranca, Nassau	12:00 M.	3:00 P.M.
Oranje Nassau, Haiti	12:30 P.M.	3:00 P.M.
Santiago, Haiti	——	12:00 M.
Mohawk, Jacksonville	——	1:00 P.M.

SAIL TO-MORROW.

	Mails Close.	Vessels Sail.
Lapland, Antwerp	——	10:00 A.M.
California, Glasgow	——	10:00 A.M.
Arcadian, Bermuda	9:00 A.M.	11:00 A.M.
Earl of Forfer, Argentina	6:00 A.M.	8:00 A.M.
Limon, Port Limon	6:00 A.M.	8:00 A.M.
Verdi, Rio Janeiro	7:00 A.M.	10:00 A.M.
Carolina, San Juan	8:30 A.M.	12:00 M.
Turrialba, Colon	9:30 A.M.	12:00 M.
Saratoga, Havana	10:00 A.M.	1:00 P.M.
Prinz August Wilhelm, Colon	11:00 A.M.	2:00 P.M.
Panama, Cristobal	11:30 A.M.	3:00 P.M.
City of St. Louis, Savannah	——	3:00 P.M.
Concho, Key West	——	1:00 P.M.
Comus, New Orleans	——	12:00 M.
El Mundo, Galveston	——	12:00 M.
Chicago, Havre	——	3:00 P.M.
D. d'Aosta, Naples	——	11:00 A.M.
Mesaba, London	——	9:00 A.M.
Venezia, Naples	——	3:00 P.M.
Columbia, Naples	——	11:00 A.M.
Iroquois, Jacksonville	——	1:00 P.M.
Cincinnati, Hamburg	——	11:00 A.M.

SAIL MONDAY.

	Mails Close.	Vessels Sail.
Lady Carrington, Montevideo	2:30 A.M.	6:00 A.M.

Supplementary mails are open on the piers of the American, English, German, and French transatlantic lines until within ten minutes of the hour of sailing.

By Wireless.

SANDY HOOK, APRIL 18, (MARCONI.)
SS Mauretania, Liverpool to New York, 198 miles E. 7:51 P. M.; due 19th, 8 A. M. Cunard Line.

SCOTLAND LIGHTSHIP, APR. 18, (UNITED.)
SS Monterey, Vera Cruz to New York, 330 miles S. 4:05 P. M.
SS City of St. Louis, Savannah to New York, 120 miles S. noon.
SS San Marcos, Galveston to New York, 733 miles S. noon.
SS City of Atlanta, Savannah to New York, 644 miles S. 8 P. M.
SS Rio Grande, Brunswick to New York, 180 miles S. 7 P. M.
SS Parima, Demerara to New York, 182 miles S. noon.
SS Herman Frasch, Sabine to New York, 660 miles S. 7 P. M.

Foreign Ports.

Arrived.

SS Caronia, at Fishguard, April 18.
S Prinz Frederich Wilhelm, at Plymouth.
SS Noordam, at Boulogne.
SS Voltaire, at Montevideo, April 17.
SS Themistocles, at Piraeus, April 11.
SS Petroleime, at Celte, April 13.
SS Kattenturn, at Lyttleton, April 17.
SS Canada, at Marseilles, April 17.
SS Walton Hall, at Singapore, April 18.
SS Ocean Prince, at River Plate, April 18.
SS Ivernia, at Trieste, April 17.
SS Provence, at Havre, April 18.

Sailed.

SS Vasari, from Rio Janeiro, April 16.
SS Mendoza, from Genoa, April 16.
SS Kaiser Wilhelm II., from Cherbourg, April 17.
SS Terence, from Rio Janeiro, April 18.
SS Cerea, from Leghorn, April 18.
SS Parkgate, from Pernambuco, April 18.
SS Thames, from Barbados, April 16.
SS Roma, from Lisbon, April 16.
SS Scottish Prince, from Rio Janeiro, April 18.
SS Eastern Prince, from Pernambuco, April 18.

Passed.

SS Freienfels, Calcutta for Boston and New York, passed Perim.
SS Afghan Prince, New York for Hongkong, passed Gibraltar.
SS Bristol City, New York for Bristol, passed Fastnet.
SS Cavour, New York for Manchester, passed Kinsale.

Transpacific Mails.

Destination and Steamer.	Mails Close in New York.
Hawaii, Japan, Korea, China, and Philippine Islands (via San Francisco)—Tenyo Maru	Apr. 19 6:30 P.M.
Japan, Korea, China, and Philippine Islands (via Vancouver and Victoria, B. C.)—Monteagle	Apr. 26 6:30 P.M.
Tahiti, Marquesas, Cook Islands, New Zealand, and Australia, (via San Francisco)—Manuka	Apr. 26 6:30 P.M.
Japan, Korea, and China (via Tacoma)—Chicago Maru	Apr. 26 6:30 P.M.
Hawaii, Japan, Korea, China, and Philippine Islands, (via San Francisco)—Persia	Apr. 29 6:30 P.M.
Hawaii, Guam, and Philippine Islands (via San Francisco)—U. S. transport	May 1 6:30 P.M.
Hawaii, Fiji Islands, Samoan Islands, New Zealand, and Australia (via Vancouver and Victoria, B. C.)—Marama	May 10 6:30 P.M.

For Latest Shipping News See Page 1.

Found By The Times

When Mrs. A. T. Kelley lost a gold mesh bag studded with diamonds from her automobile there was gloom in the Kelley household at 602 Madison Avenue for it was a gift from her husband, A. T. Kelley, the Wall Street broker. Then some one said:

"Let The Times find it,"

and an advertisement was placed in The Times Lost column. The next day Mr. Kelley was called to the telephone and informed that the bag had been found on Fifth Avenue, near 42d Street, by William Johnson, who saw the advertisement in The Times. Johnson received a reward of $50, which he used on a honeymoon, and Mr. Kelley telephoned his thanks to The Times.

The New York Times,
"All the News That's Fit to Print."

Circular Describing 126 Issues of

Listed Stocks

The stocks are classified by us as follows:

Investment
Semi-Investment
Speculative

The circular also contains suggestions as to how to effect a purchase or sale of stocks, and tables showing net returns from dividend-paying stocks.

Write for Circular No. 822
"Railroad and Industrial Stocks"

Spencer Trask & Co.
Investment Bankers
43 Exchange Place, New York
ALBANY—BOSTON—CHICAGO
Members New York Stock Exchange

Coggeshall AND Hicks
BANKERS

High Grade Investment Bonds

115 BROADWAY
NEW YORK

Indebtedness, $1,500,000
Assets over 8,000,000

We offer, AT A PRICE TO YIELD 6%, bonds having a mortgage lien on well-known and valuable MANHATTAN REAL ESTATE, guaranteed principal and interest by a corporation doing $20,000,000 gross business annually, with net earnings SIXTEEN TIMES interest on the bonds.

Circular on request.

F. J. Lisman & Co.
Members N. Y. and Chicago Stock Exchanges
30 Broad St., New York
Philadelphia Chicago Boston Hartford

JOHN MUNROE & CO.
30 Pine St. NEW YORK — 4 Post Office Sq. BOSTON

LETTERS OF CREDIT
providing funds for travellers in all parts of the world.
COMMERCIAL LETTERS OF CREDIT
FOREIGN EXCHANGE AND COLLECTIONS
CABLE TRANSFERS

MUNROE & CO.
7 RUE SCRIBE, PARIS.

Puget Sound Traction
Light and Power Co.
Two-Year 5% Mortgage Gold Notes.
Due Feb. 1, 1914.
First Mortgage on Valuable Hydro-Electric Plant.
Company owns or controls substantially all Electric Railways, Electric Light and Power companies serving Seattle, Tacoma, Bellingham, and Everett, Wash.
Price to Yield 4.75%

Estabrook & Co.
Members {New York Stock Exchange / Boston Stock Exchange}
24 Broad St., New York

WANTED
Georgia Lt, Power & Rys.
Southern Calif. Edison Com.

CHANDLER BROS. & CO
MEMBERS NEW YORK STOCK EXCHANGE.
111 Broadway, N. Y. 'Phone 8450 Rector.

FOR SALE
50 AMERICAN CARAMEL PFD.
100 DULUTH EDISON PFD.
50 EVERETT GAS COMMON
100 GREAT NORTHERN PAPER
100 OHIO TRACTION COM.
100 PENNA. WATER & POWER

FREDERIC H. HATCH & CO.
BOND DEPARTMENT
New York, 30 Broad St. — Boston, 50 Congress St.
Private telephones Boston and Philadelphia.

Western N. Y. & Penna. 4s, 1943
Penna. 3½s, 1915
Chicago, So. Bend & Northern Ind. 5s, 1937

J. S. Bache & Co.
42 Broadway. Tel. 6400 Broad.

Bonds for Investment
Redmond & Co.
33 Pine St., New York

W. N. COLER & CO.,
BANKERS,
Established 1870.
43 CEDAR STREET, NEW YORK CITY.
NEW YORK CITY and other high grade municipal bonds.
Special circulars on request.

Rhoades & Company
Members New York Stock Exchange
45 Wall St. Bankers New York

OFFERINGS WANTED
Brooklyn Union El.
3800 Mich. State Tel. 1st 5s
TEFFT & COMPANY
5 Nassau St. New York, N. Y.

FINANCIAL MARKETS

Prices Move Meaninglessly and Trading Drops to Smaller Volume.

AMALGAMATED PAYS FOUR

Expected Dividend Increase Declared —Railroads' Refusal to Grant Engineers' Wage Demand.

The passing of the third day since the news of the sinking of the Titanic was received, with the world still waiting for news of the details of that appalling disaster, increased rather than diminished the feeling of depression which rested upon the financial community. The fact that the usual topics of Wall Street discussion have largely been set aside these past three days, and that little has been heard talked of but this awful tragedy of the sea, shows how deep is the hold which the news of the catastrophe has taken upon the minds of all. There is still a good many, of course, content to busy themselves with the manoeuvring of trading on the Stock Exchange, for while the volume of trading has been largely reduced transactions in as much as 400,000 shares or more, as the record disclosed yesterday, tells, of course, of more or less speculative dealings. This dealing, however, was more or less fruitless of results, for not only was the general level of prices but little changed at the close, but for the most part the fluctuations in the principal issues were relatively narrow. Firm and reactionary in turn prices closed below the best of the day.

Announcement shortly before the close of the session of the expected increase in the dividend on the Amalgamated Copper Company's stock from 2 per cent. to 4 per cent. a year failed to stimulate either activity or strength in that stock or in others. But this partly was due, no doubt, to the fact that this action by the Board of Directors of the Amalgamated Copper Company had been pretty thoroughly understood in advance. This action fulfills expectations upon which the recent movement in this stock was largely based, but in a broader sense this larger distribution by the principal copper producer in this country not only bespeaks the increased prosperity which that industry has lately been enjoying, but also the feeling of growing confidence which has been back of the improvement of which financial and business circles have lately given evidence.

It was not until after the close of trading on the Stock Exchange that the reply of the railroad managers to the recent letter of the locomotive engineers, informing the railroads that the men had voted 93.3 per cent. in favor of supporting the union officials in the demands which they had presented, was made public. In reiterating the grounds upon which the railroad managers refused the demands of the engineers when they were first made, the managers' committee lays stress on the duty of the railroads to the public in providing ample facilities and safeguards as one important reason for standing by their refusal to grant the engineers' demands, even in the face of the possibility of a stoppage of trains in the trunk line territory. It is still improbable, however, that it will come to that. Efforts will now probably be made to have the questions at issue submitted to arbitration, and unless all recent precedents are disregarded this means will be adopted to prevent a strike. This at all events seems the most likely course for events to take, although there are other possibilities which suggest themselves, though up to this time neither side has shown any disposition to yield from the position which it has taken. At the same time there is perhaps no escape from the conclusion that any further concession in wages, whether as a result of arbitration or otherwise, would be a palliative rather than a cure of the troublesome problem which is forced upon the railroads by stationary or declining rates in the face of increasing expenses.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

American Malt Corporation for dividend on preferred.
American Malting Company for dividend on preferred.
Central Railroad Company of New Jersey for dividend.

ANNUAL MEETINGS.

Chino Copper Company.
Nevada Consolidated Copper Company.
Ray Consolidated Copper Company.

MONEY AND EXCHANGE.

Money on call loaned on Stock Exchange collateral at 2½@3 per cent., with the last loan at 2½ per cent. Most of the day's loans were made at 3 per cent.

Time money rates, 3¼@3½ per cent. for sixty days, 3½@3¾ per cent. for ninety days, four, five, and six months, and 4@4¼ per cent. for nine to twelve months.

Commercial paper was quoted at 4@4½ per cent. for prime four to six months maturity.

Private discount rates abroad: London, 3 7-16 per cent., unchanged; Paris, 3 per cent., up ⅛ per cent.; Berlin, 3⅝ per cent., unchanged.

New York Clearing House statement: Exchanges, $347,422,927; balances, $17,747,110; Sub-Treasury debit balance, $695,230.

The local banks have gained $11,000 on their Sub-Treasury operations since Friday.

Foreign Exchange rates at the points noted were quoted as follows at the close of business yesterday:

CABLE AND SIGHT RATES.

London—Cable, $4.8770; demand, $4.8725.
Paris—Cable, 5.17½ minus 1-64; check, 5.17½, minus 3-32.
Berlin—Cable, 95 3-16, plus 1-64; check, 95⅛.
Switzerland—Cable, 5.18⅛ minus 1-32; check, 5.18¾.
Holland—Cable, 40.35; check, 40.31.
Belgium—Cable, 5.20⅝; check, 5.20⅞ minus 1-16.

SIXTY AND NINETY DAY BILLS.

London—Bankers', 60 days, $4.8410; 90 days, $4.8280.
London—Commercial, 60 days, $4.83⅞; 90 days, $4.82⅝.
Paris—Bankers', 60 days, 5.21¼; 90 days, 5.22½, minus 1-16.
Paris—Commercial, 60 days, 5.21¼, minus 1-32; 90 days, 5.22½, minus 1-32.
Berlin—Bankers', 60 days, 94¼; 90 days, 94¼.
Berlin—Commercial, 60 days, 94⅝, plus 1-32; 90 days, 94⅛, minus 1-32.

DOMESTIC EXCHANGE RATES.

Boston, par; Chicago, 35c premium; St. Louis, 30c premium; St. Paul, 50c premium; San Francisco, 20c premium; Montreal, 46⅞c premium.

SILVER QUOTATIONS.

Bar silver was quoted 3-16d higher in London, at 27 5-16d per ounce, and ⅝c higher in New York, at 59¼. Mexican dollars were quoted at 47c.

NEW YORK CITY BONDS.

	Yesterday. Bid.	Asked.	Wednesday. Bid.	Asked.
4½s..May, 1957, old..	106⅞	107⅛	107⅛	107⅝
4½s..Nov., 1957, new..	106½	107⅛	107⅛	107⅛
4¼s..May, 1917, old..	101½	102⅜	101⅞	102⅜
4¼s..Nov., 1917, new..	101½	..	101⅞	..
4¼s..Mar., '60-60, old..	101½	102	102	102⅜
4¼s..Sept., 1960, new..	101	101¼	101⅞	102⅛
4s..May, 1959, f'chg..	99½	100	100	100½
4s..Nov., 1958, f'chg..	99½	100	100	100½
4s..May, 1957, f'chg..	99½	100	100	100½
4s..Nov., '55-6, reg..	99	99¼	99¼	99½
4s..May, 1919, f'chg..	99	100	99¾	100½
3½s..Nov., 1954, f'chg..	86½	87¼	86⅞	87¼
3½s..May, 1954, coup..	86½	87¼	86⅞	87¼
3½s..May, 1954, reg..	86½	87¼	86½	87
3½s..Nov., 1941, reg...	88	89	88½	89

TOPICS IN WALL STREET.

New Price for Lake Shore.

It is an easy matter to become accustomed to a new high or low price for an issue after it is once made. When Steel common hung around 25 after its break in 1907, a great many people who would have been amazed at the suggestion that this issue would be selling on that level had the suggestion been made to them a few weeks before the panic came to look upon that as a fair price and refused to heed advice looking toward its purchase as a cheap stock. When it became known that certain large holders of Lake Shore stock had agreed to hold their shares unless they got an offer of 500, well-meaning friends of the New York Central pointed out to them that the market price was but 350, and that there was no reason to look for an increase in its value, even if the Central did plan to absorb the Lake Shore. Yesterday an odd lot of Lake Shore brought 495 on the Stock Exchange, although the quoted bid price has been but 470. Yesterday's sale was made at an advance of 45 points over the previous sale of an odd lot.

Michigan Taxation.

The failure of the Père Marquette has been laid to a large extent on the treatment accorded railways within its borders by the State of Michigan. The railroad company has maintained that the taxation policy of the State was such as to discourage further investment. This stand is also taken by another road, the Grand Rapids & Indiana, which prints in an appendix to its annual report, issued yesterday, a copy of a long petition submitted to Gov. Osborn and the State Board of Assessors. In this petition it is complained that for a number of years past railroad property in Michigan has been taxed on a valuation equal to or in excess of the true taxable value, while valuations of other kinds of property have been made at much less than their real worth. It is pointed out that both political parties pledged themselves in the last campaign in favor of a reformation in the tax system, and that the Governor, in his inaugural message, said that "it is not expedient or wise to drive money from the State which is needed for its development."

New York Dock off 13 1-4.

New York Dock appeared on the tape with a full sale for the first time this year yesterday, and the price at which 100 shares sold, 47, is 13¼ points below the last previous transaction. An odd lot, however, sold at 50 March 15. The non-appearance of the usual announcement of the regular semi-annual dividend due April 15 was put forward as accounting for the decline.

Stock Market Averages.

The mean of yesterday's trading in the twenty-five typical railroad and twenty-five industrial stocks was somewhat above Wednesday's, the high and low being both well above the high and low of Wednesday. The average at the close was, however, a little below Wednesday's. The averages, with comparisons, are:

1912.

RAILROADS.

	High.	Low.	Mean.	Last.
Wed., Apr. 17	94.76	93.94	94.35	94.64
Thur., Apr. 18	94.96	94.26	94.61	94.44
	Open. Jan. 2.	High. Apr. 9.		Low. Feb. 1
†Year's range	91.43	96.20		88.74

INDUSTRIALS.

	High.	Low.	Mean.	Last.
Wed., Apr. 17	69.47	68.61	69.04	69.10
Thur., Apr. 18	69.70	69.16	69.43	69.29
	Open. Jan. 2.	High. Apr. 9.		Low. Feb. 1*.
†Year's range	64.00	70.52		61.47

*Also on Feb. 27.

1911.

RAILROADS.

	High.	Low.	Mean.	Last.
Wed., Apr. 19	92.53	91.71	92.12	92.48
Thur., Apr. 20	92.62	92.16	92.39	92.32
	Open. Jan. 3.	High. Feb. 6.		Low. Apr. 18.
†Year's range	91.79	97.49		91.61

INDUSTRIALS.

	High.	Low.	Mean.	Last.
Wed., Apr. 19	63.94	63.45	63.70	63.83
Thur., Apr. 20	64.21	63.75	63.98	63.85
	Open. Jan. 3.	High. Feb. 6.		Low. Jan. 3.
†Year's range	62.95	67.17		62.95

Full year's range, 1911.	High. June 10.	Low. Sept. 25.
Railroads	99.20	84.40
Industrials	68.97	54.74

†To date.

SHORT TERM NOTES.

	Maturity	Bid.	Ask.	Yield.
Amal. Copper..5	Apr. 1,'13	100⅜	100⅝	4.18
Balt. & Ohio..4½	June 1,'13	100⅛	100⅜	4.14
Beth. Steel Co.6	Nov. 1,'14	101⅝	102	4.10
Ches. & Ohio..4½	June 1,'14	99¾	99½	4.74
C. H. & D..purchase money.4	July 1,'13	99⅝	99⅝	4.30
Chi. & Alton..5	Mar. 15,'13	99	99⅞	5.30
Chi. El. Rys...5	July, 1,'14	98¼	98⅝	5.78
Erie 6	Apr. 8,'14	101¼	101½	5.20
Erie 5	Oct. 1,'14	99¼	99⅝	5.12
Erie 5	Apr. 1,'15	99	99¼	5.28
Gen. Motors...6	Oct. 1,'15	99¼	100	6.00
Gen. Rubber...4½	July 1,'15	97	97⅝	5.41
Hudson Co....6	Feb. 1,'13	99⅝	100	6.00
Int. & Gt. N..5	Aug. 1,'14	98	98⅜	5.67
Int. Harv. Co..5	Feb. 1,'15	100¼	100⅜	4.70
Lack. Steel Co.5	Mar. 1,'15	90⅞	91¼	9.00
Mo., K. & T...5	May 1,'13	99¼	99⅜	5.23
Mo. Pacific....5	June 1,'13	95⅞	96	7.00
M. C. of Mex..4½	Sep. 1,'13	96½	97⅜	6.65
N. Rys. of M.4½	June 1,'13	97⅛	98	6.48
N. Y. Central..4½	Mar. 1,'14	100⅛	100⅜	4.28
Pac. T. & T...5	Jan. 5,'13	100⅛	100⅜	4.39
St. L. & S. F..5	Called	100	100⅛	..
St. L. & S. F..5	June 1,'13	99⅝	100	5.00
Southern Ry..5	Feb. 1,'13	100⅛	100¼	4.38
U. S. Rubber..6	Dec. 1,'13	104	104½	5.18
U. S. Smelt., Ref. & Mfn..6	Aug. 1,'14	98¼	99¼	5.87
Westinghouse..5	Aug. 1,'13	101⅛	101½	4.73

METAL MARKET REPORTS.

At the Metal Exchange yesterday trading was quiet. Copper ruled steady on about a parity with yesterday's closing. Tin was firm at an improvement of about ⅛c in the bid and ⅛c in the asking price. Lead was down 5 points. Spelter was up 10 points in the bid, 50,000 pounds of St. Louis, June delivery, selling at 6.65, and 50,000 pounds of July at 6.40.

The closing bid and asked prices follow:

Standard Copper.	—Thursday.— Bid.	Asked.	—Wednesday.— Bid.	Asked.
Spot	15.50	15.87½	15.50	15.87½
April	15.55	15.87½	15.50	15.87½
May	15.57½	15.87½	15.55	15.87½
June	15.60	15.87½	15.55	15.87½
Lead	4.10	4.25	4.15	4.22½
Spelter	6.80	6.90	6.70	6.90
Tin	43.50	43.70	43.30	43.60

The closing prices on the Metal Exchange in London yesterday for spot and future deliveries of copper and pig tin, given herewith, compare with the final figures for Wednesday as follows:

	Thursday. £ s d	Wednesday. £ s d
Copper, spot	70 5 0	70 6 3
Copper, futures	71 2 6	71 3 9
Pig tin, spot	198 0 0	197 15 0
Pig tin, futures	194 15 0	194 10 0

The market ended steady. Spanish pig lead was unchanged at £16 6s 3d. Spelter was down 2s 6s, at £25 15s. Cleveland warrants were up 3s, at 53s 10½d.

RAILROAD EARNINGS.

	1912.	1911.	Increase.
BUFFALO, ROCHESTER & PITTSBURGH—			
2d week April	$119,310	$173,960	*$54,650
July 1-April 14	7,988,238	7,993,767	5,479
CANADIAN PACIFIC—			
2d week April	2,528,000	1,989,000	539,000
July 1-April 14	92,570,807	79,932,759	12,638,048
CHESAPEAKE & OHIO—			
2d week April	655,810	602,502	53,308
July 1-April 14	26,678,300	25,923,947	754,353
DENVER & RIO GRANDE—			
2d week April	421,600	420,300	1,300
July 1-April 14	18,290,000	18,305,300	*15,300
DETROIT, TOLEDO & IRONTON—			
1st week April	31,261	29,090	2,171
July 1-April 7	1,428,405	1,448,649	*20,244
GRAND TRUNK—			
2d week April	937,900	891,154	46,746
July 1-April 14	38,507,459	35,219,530	3,287,929
MISSOURI, KANSAS & TEXAS—			
2d week April	433,129	452,137	*19,007
July 1-April 14	22,894,102	23,640,971	*746,869
NORTHERN OHIO TRACTION & LIGHT—			
2d week April	45,005	42,227	2,778
Jan. 1-April 14	611,287	547,065	64,222
TEXAS & PACIFIC—			
2d week April	278,497	239,810	38,687
Jan. 1-April 14	4,686,201	4,155,601	530,600

*Decrease.

STOCKS OUT OF TOWN

Trading in the Principal Markets of Other Cities Sluggish, but Prices Are Firm.

COPPERS HIGHER IN BOSTON

Although Over-Holiday Covering Affected Market, Gains Were Held in That City—Chicago Unlisted Securities Active.

Trading in the principal out-of-town markets yesterday was sluggish, but prices were generally firm, as indicated in the special dispatches to THE TIMES.

Demand in Baltimore was fairly good and prices were firm, but trading was devoid of special features.

A further upward movement in copper specialties in Boston, including Calumet and Hecla subsidiary stocks, was checked by moderate liquidation for reduction of commitments over the holiday to-morrow. In most instances, nevertheless, gains of good size were held, purchasing of shares in the copper group being based on firmness in the metal and favorable individual property developments. Tamarack went up to 51, but it reacted later. Adventure was a new leader; it was active, and gained almost 2 points at the top. The other active issues were Indiana, Hancock, Granby, Old Colony, North Butte, Isle Royale, and Superior. Railroad stocks were quiet but firm, with Boston & Albany 2 points higher. Torrington was a leading industrial specialty, rising in response to prospective rights. United Fruit scored a good gain in price on limited buying.

There was rather spirited trading in the new unlisted issues of bonds on the Chicago Exchanges, about $135,000 of these securities being exchanged and about twenty classes of issues handled during the session. Among those traded in were Union Carbide, which sold from 141⅛ to 143⅛ and closed fractionally below the top price, and Public Service common, which was sparingly traded in at 93¼.

Interests are at work selecting a protective committee for the stockholders of the McCrum-Howell Company. It is planned to have this committee work in conjunction with the receivers of the defunct vacuum cleaner concern and the committee of bankers representing the creditors. A call for depositing the preferred and common stocks of the company probably will be made as soon as the stockholders' committee is named. It was stated to-day that the report of the experts now at work on the McCrum-Howell Company's books and physical properties will be completed in a few days, probably early next week.

Chicago clearings, $51,633,836; balances, $2,792,507. New York exchange, 35 cents premium.

In one of the quietest sessions of the year in Philadelphia the local list merely marked time. Less optimistic advices regarding the probable showing of earnings by the United States Steel Corporation in its next report caused a good deal of selling of that issue after an initial advance, and most of the arbitrage group became reactionary in the early afternoon, and then lapsed into a state of stagnation.

American Sewer Pipe was a special feature of the Pittsburgh market. The stock opened at 12 and was sent to 12¾. There was no news to account for the rise, but the stock showed a stronger undertone than at any time in recent months. Interest in the market was limited, particularly in the afternoon, owing to the opening of the baseball season.

BALTIMORE.

STOCKS.

Sales.		High.	Low.	Last.
125	Consolidation Coal	105	105	105
50	Cons. Power pf	114	114	114
100	Fidelity & Deposit	150	150	150
180	Georgia & Florida	6¼	6¼	6¼
30	Georgia & Florida pf.	12	12	12
70	Georges C. C. & I.	1½	1½	1½
65	G. B. S. Brewing	3½	3½	3½
25	Houston O. pf. t. c.	63	63	63
80	Maryland Trust	110	110	110
650	United Railways	21¼	21¼	21¼
35	Western Bank	38	38	38

BONDS.

		High.	Low.	Last.
$6,000	A. C. L. ev. deb. 4s	103⅝	103⅝	103⅝
2,000	A. C. L. L. & N. 4s	94	94	94
62,000	Balt. Electric 5s	99½	99⅝	99⅝
1,000	Balt. City 4s, 1957	100⅝	100⅝	100⅝
1,000	C. Gas 4½s ctfs, 1913	99	99	99
1,000	C. & W. Carolina 5s	106⅝	106⅝	106⅝
7,000	Con. Power 4½s	90⅝	90½	90½
5,000	Con. Coal ref. 5s	93½	93½	93½
4,000	Fairmont & C. T. 5s	101	101	101
25,000	Georgia & Ala. 5s	106⅝	106⅝	106⅝
1,000	G. S. Brewing 4s	50	50	50
17,000	G. B. S. Brew. inc.	12¼	12¼	12¼
5,000	Milwaukee refdg. 4½s	95	95	95
2,000	Maryland E. 5s	99¼	99¼	99¼
1,000	Norfolk R. & L. 5s	100	100	100
1,000	New O. & Gt. N. 5s	70⅝	70⅝	70⅝
2,000	Seaboard 4s stamped	87½	87½	87½
6,000	United Rys. 4s	85	85	85
16,000	United Rys. inc.	66	66	66
12,000	United Rys. fdg. 5s	88	88	88

BOSTON.

RAILROADS.

Sales.		High.	Low.	Last.
19	Boston & Albany	218	218	218
14	Boston & Maine	100¼	100¼	100¼
5	Fitchburg pf	125	125	125
1,425	Mass. E. pf. f. w.	19½	19	19½
59	N. Y., N. H. & H.	138¼	138	138
5	New York Central	119⅞	119⅞	119⅞
369	Rutland pf	67	63¼	65¼
295	Union Pacific	172¾	171⅝	171⅝

TELEPHONES.

		High.	Low.	Last.
912	American	146	145¾	146
24	New England	161	160½	160½

MISCELLANEOUS.

		High.	Low.	Last.
85	Am. Ag. Chem.	60½	60	60
178	Am. Ag. Chem. pf.	100¾	100½	100½
5	Amoskeag Mfg. pf.	103	103	103
125	Am. Pneu. Servc.	4	3¾	4
50	Am. Pneu. Serv. pf.	14	14	14
35	American Sugar	128	127½	127½
35	American Sugar pf.	122	122	122
912	American T. & T.	146	145¾	146
74	American Wool pf.	91⅝	91¼	91⅝
127	Edison	285	283	283
10	General Electric	178	178	178
51	Mass. Gas	90	90	90
65	Mass. Gas pf.	97	97	97
1	N. E. Cotton Yarn	102	102	102
24	N. E. Tel.	158¾	158¾	158¾
140	North Texas Elec.	99	99	99
9	North Texas Elec pf.	98	98	98
80	Pullman	161	160½	160½
71	Reece Bullion	17	17	17
71	Swift	104¼	104	104
97	Torrington	31¾	31½	31½
110	Union Land	3⅜	3	3
134	United Fruit	186½	185½	186½
250	United Shoe	52	51½	51½
20	United Fruit pf.	29¼	29¼	29¼
2,784	U. S. Steel	72	70⅞	71

MINING.

		High.	Low.	Last.
6,705	Adventure	10⅞	9½	10⅝
20	Algomah	7⅛	7	7
420	Allouez	50	48¾	49
2,852	Amal. Copper	84¼	83	83⅝
1,045	American Zinc	27⅛	26⅝	26⅞
3,675	American Zinc rts.	35	25	30
50	Anaconda	43¼	43¼	43¼
1,715	Ariz. Coml.	6⅜	6	6⅛
185	Arnold	90	80	90
995	Butte & Bal.	5½	4⅞	4⅞
890	Boston & Corbin	8	7⅝	7¾
1,270	Butte & Superior	31	30½	31
1,245	Cal. & Ariz.	74½	74	74½
148	Calumet & Hecla	500	495	495
1,260	Centennial	27½	25½	26
480	Chino	30	29¼	29¾
873	Chino rights	46	38	45
250	Copper Range	66	65½	65¾
40	Daly West	6⅝	6⅝	6⅝
845	East Butte	14⅝	14	14⅝
265	Franklin	15⅛	14¾	15
595	Giroux	5⅝	5⅝	5⅝
8,185	Granby	59⅛	57	58
905	Greene Can	9 7-16	9¼	9⅜
1,895	Hancock	36	35	35
2,430	Indiana	19⅞	18½	19⅝
565	Inspiration	19⅝	19½	19½
50	Island Creek pf.	88	88	88
1,770	Isle Royale	29½	28⅜	29¼
430	Kerr Lake	2⅞	2¾	2⅞
450	Keweenaw	2⅜	2	2
530	Lake Copper	47⅜	47	47
1,295	La Salle	8	7½	7⅝
885	Mason Valley	12⅝	12½	12⅝
910	Mass. Con.	9	8¾	8¾
445	Mayflower	17½	17	17
157	Michigan	5	3¼	5
278	Mohawk	67½	65	66¼
825	Nevada Con.	19¾	19⅝	19⅝
40	New Arcadia	5½	5	5
40	Nipissing	8	7 15-16	7 15-16
1,430	North Butte	33½	33	33
420	North Lake	8	7½	7½
764	Ojib	6⅝	6	6
2,745	Old Colony	11⅝	10⅝	11
1,060	Old Dominion	56¼	54⅝	56
100	Osceola	121	119½	119½
100	Pond Creek	15¼	15¼	15¼
160	Quincy	90	89	89
670	Ray Cons.	20	19⅞	19⅞
160	Santa Fe	2⅜	2⅝	2⅝
1,305	Shannon	15½	15	15¼
400	South Utah	1⅛	1⅛	1⅛
310	St. Mary's Land	57	56	56
2,740	Superior & Boston	3⅜	3¼	3¼
1,485	Superior	37½	36	36½
911	Tamarack	51	48	49¼
360	Trinity	8	8	8
420	U. S. Smelters	39¼	39⅛	39¼
483	U. S. Smelters pf.	49	48¼	48¾
110	Utah Apex	2½	2⅜	2⅜
885	Utah Cons.	14¾	14⅜	14⅜
279	Utah Copper	64¼	64	64¼
290	Victoria	5	4½	5
145	Winona	7	6¾	7
75	Wolverine	115½	115	115

BONDS.

		High.	Low.	Last.
$6,000	Am. Ag. Chem. 5s	102¼	102¼	102¼
35,000	Am. Tel. & Tel. 4s	91	90¾	90⅞
4,000	American Zinc 6s	109	109	109
8,000	Ariz. Coml. 6s	81	81	81
2,000	Atlantic & G. S. S. 5s	65½	65½	65½
1,000	Illinois Steel 5s	100⅛	100⅛	100⅛
5,000	K. C. M. & B. 5s. Inc.	86	86	86
1,000	United Fruit 4½s	96⅞	96⅞	96⅞
2,000	Western Tel 5s	100	100	100

CHICAGO.

Sales.		High.	Low.	Close.
125	Am. Can	34½	34	34
65	Am. Can pf.	115½	115	115¼
20	Booth Fisheries pf.	84¾	84¾	84¾
125	Chicago Pneu. Tool	48½	48½	48½
25	Chicago Rys., Ser. 1	95	95	95
165	Chicago Rys., Ser 2	35¾	35½	35½
115	Chicago Rys., Ser. 3	11	9½	11
15	Chicago Rys., Ser. 4	5¼	5½	5¼
20	Com. Edison	146½	146¼	146¼
10	Diamond Match	108¾	108¾	108¾
152	Hart, S. & M. pf.	101½	101	101½
10	McCrum-Howell	3	3	3
25	McCrum-Howell pf.	14	13	14
15	National Carbon	105	105	105
162	People's Gas	109	108¾	109
650	Sears-Roebuck	163¾	162¾	163
10	Sears-Roebuck pf.	124½	124½	124½
190	Swift & Co.	104¾	104¼	104¼
74	United Boxboard	⅞	⅞	⅞
350	U. S. Steel	71½	71	71
50	Public Serv. pf.	107¼	107¼	107¼
850	Union Carbide	143⅛	141½	142⅝
100	Public Serv. common	93¼	93¼	93¼

BONDS.

		High.	Low.	Close.
$5,000	Met. ext. 4s	82½	82⅜	82½
5,000	Chi. Ry. 1st 5s	100⅞	100⅞	100⅞
11,000	Com. Edison 1st 5s	103⅜	103⅜	103⅜
3,000	Chi. City Ry. 5s	102⅝	102½	102⅝
5,000	Chi. Ry. 1st 5s	100⅞	100⅞	100⅞
15,000	Chi. Tel. 5s	102¼	102¼	102¼
8,000	Chi. Ry. 5s, "B"	90¼	90¼	90¼
8,000	Gen. Motors 5s	99⅞	99⅞	99⅞
5,000	Harvester 5s	100⅞	100⅞	100⅞
5,000	U. S. Steel s. f. 5s	102⅞	102⅞	102⅞
8,000	Indiana Steel 5s	101¼	101¼	101¼
5,000	Chi. Ry. inc. 4s	57	57	57
5,000	Sulz & Son 6s	101¼	101¼	101¼
5,000	Schwarz. & Sulz. 6s	101⅜	101⅜	101⅜
6,000	Aurora Elgin 5s	100⅞	100⅞	100⅞
5,000	Aurora Elgin ref. 5s	94⅝	94⅝	94⅝
18,000	Cicero Gas 5s	99⅜	99	99⅜
4,000	Pacific Gas 5s	91⅞	91⅞	91⅞
5,000	Cal. Gas 5s	96⅛	96⅛	96⅛
5,000	Nat. Tube 5s	100⅝	100⅝	100⅝
7,000	Ill. Steel 4½s	92⅝	92⅝	92⅝
2,000	Public Service 5s	99⅜	99⅜	99⅜
10,000	So. Bell Tel. 5s	100	100	100
5,000	Tri-City ref. 5s	95	95	95
5,000	Tri-City col. 5s	98	98	98
5,000	Pac. Tel. & Tel. 5s	100¼	100¼	100¼
5,000	K. C. Light 5s	94¼	94¼	94¼
7,000	K. C. Light 6s	97⅛	97⅛	97⅛

PHILADELPHIA.

Sales.		High.	Low.	Last.
42	Amal. Copper	84	83	83
549	American Milling	1¼	1¼	1¼
100	Bethlehem Steel	38⅛	38⅛	38⅛
97	Baldwin Loco. pf.	106½	106⅜	106½
50	Elec. Storage Battery	54⅝	54⅝	54⅝
510	Erie	37⅛	36⅝	37
15	Fourth St. Nat. Bank	330	330	330
190	General Asphalt	20	19⅝	20
172	Ins. Co. of North Am.	21¼	21¼	21¼
10	Keystone Telephone	6	6	6
20	Keystone Tele pf.	26	26	26
35	Lehigh Nav. stock	89⅞	89	89⅞
70	Lehigh Nav. ctfs.	89	89	80
120	Lehigh Valley Transit	12¼	12¼	12¼
100	Lehigh Val. Tran. pf.	29	29	29
279	Penn. R. R.	62⅜	62½	62½
150	Penn. Salt Mfg.	114½	114	114
104	Philadelphia Company	53⅛	53	53
1	Phila. Co. pf.	43⅞	43⅞	43⅞
7,425	Phila. Electric	18⅞	18⅝	18⅝
100	Phila. Rap. Tran. ctfs.	23½	23¼	23¼
600	Reading	83	82⅜	82⅜
20	Union Pacific	171⅝	171⅝	171⅝
35	Union Traction	50⅝	50⅝	50⅝
700	Tonopah Belmont	10⅝	10⅝	10⅝
260	Tonopah Mining	8	7 15-16	8
858	United Gas Imp.	87⅝	87⅛	87⅛
20	United Co. N. J.	238½	238½	238½
6,641	U. S. Steel	71⅛	70⅞	71
90	Warwick Iron & Steel	10½	..	10½

BONDS.

		High.	Low.	Last.
$600	Am. G. & E. 5s	86½	86½	86½
1,000	Elec. & Peo. 4s	88	88	88
1,000	Market St. El. 4s	97¼	97¼	97¼
6,000	Phila. Co. con. 5s	98	98	98
2,000	Phila. Elec. 4s	82⅜	82⅜	82⅜
3,000	Phila. Elec. gold 5s	104	103⅞	103⅞
1,000	Phil., Wilm. & Balt. 4s	99¼	99¼	99¼
9,000	Rdg. Jer. Cent. 4s	97⅛	97⅛	97⅛
3,000	Stan. Gas & Elec. 6s	99¼	99¼	99¼
5,000	United Railway 5s	83⅝	83⅝	83⅝

PITTSBURGH.

Sales.		High.	Low.	Last.
480	Am. Sewer Pipe	12¾	12	12¾
200	Crucible Steel	12½	12½	12½
50	Crucible Steel pf.	83¾	83¾	83¾
26	Independent Brew.	4¼	4¼	4¼
158	Mfrs. L. & H.	53⅞	53⅞	53⅞
850	Nat. Fireproofing	5⅞	5⅞	5⅞
95	Ohio Fuel Supply	46¼	46	46
120	Ohio Fuel Oil	17⅜	17¼	17⅜
60	Osage & Okla.	40⅞	40⅞	40⅞
850	Pure Oil	11½	11½	11½
10	Pitts. Plate Glass	105	105	105
600	Tonopah Ext.	225	220	225
100	Union Switch & Signal	95	95	95
100	Westinghouse	37⅞	37⅞	37⅞

BONDS.

		High.	Low.	Last.
$4,000	P., McK. & C. 5s	102⅞	102⅞	102⅞
1,000	Pitts. Brew. 6s	99¼	99¼	99¼
2,000	West. Penn. Ry. 5s	101¼	101¼	101¼

MINING STOCK QUOTATIONS.

SAN FRANCISCO.

Alta	.11	Julia	.18
Alpha Con.	.31	Justice	.16
Andes	.12	Kentucky Con.	.11
Belcher	1.05	L. Wash. Con.	.11
Best & Belcher	.19	Mexican	3.67½
Bullion	.09	Occidental Con.	.68
Caledonia	3.55	Ophir	1.40
Challenge Con.	.30	Overman	2.70
Chollar	.31	Potosi	.12
Confidence	1.00	Savage	.26
Con. Cal. & Va.	.68	Sag Belcher	.62
Con. Imperial	.14	Sierra Nevada	.43
Crown Point	1.00	Union Con.	1.22½
Gould & Curry	.12	Utah Con.	.09
Hale & Norcross	.37	Yellow Jacket	1.55
TONOPAH.		Daisy	.11
Belmont	10.20	D. Field B. B.	.10
Jim Butler	.69	Goldfield C. M.	4.22½
MacNamara	.24	Goldfield Merger	.25
Midway	.33	Great Bend	.05
Montana	3.27½	C. O. D.	.11
North Star	.27	Jumbo Ex.	.50
Rescue Eula	.26	Florence	.50
Tonopah Ex.	2.15	Lone Star	.07
West End	2.25	Red Hills	.03
GOLDFIELD.		S. Storm Kendall	.04
Adams	.01	Vernal	.15
Atlantic	.30	Silver Pick	.10
Blue Bell	.02	Nevada Hills	2.45
Com. Fraction	.17	Manhattan Con.	.31
Booth	.14		

COLORADO.

	Bid.	Asked.		Bid.	Asked.
Dr. Jackpot	6	7	Jack Pot	6	7
Elkton	66	66¼	McKinney	66⅞	68
El Paso	80	80½	Old Gold	3½	4
Findley	3	5	Portland	90	91
Gold Dollar	14⅝	14⅝	Vindicator	70¼	74
Isabella	12½	13	J. Sample	6	7

MARCONI STOCK $10,000,000.

Brisk Trading in New Shares Which Present Holders May Buy.

Stockholders of the Marconi Wireless Telegraph Company of America, at a special meeting yesterday, authorized an increase in capital from $662,500 to $10,000,000, and at the same time a reduction in the par value of the shares from $25 to $5. Each holder of one of the old shares will receive five new shares of the $5 par value, and at the same time will receive rights to subscribe to new stock at the rate of five for one.

The increase in the stock was voted affirmatively by nearly 75 per cent. of the stockholders. The subscription rights to the new stock will be open until May 6. Application to list the new stock on the Curb has been made, and it is the intention to apply for listing on the Stock Exchange.

After the meeting reports were sent over the ticker that Secretary Bottomley had advised stockholders to sell rights to the new stock rather than wait to receive it. He denied this absolutely later, saying that in response to the query of a stockholder who said that he did not have money enough to pay for the new stock, he had advised him that he need not lose thereby, since he could sell his rights.

The stock of the Marconi company made another sensational advance on the Curb yesterday, going to $245 a share. All day long Curb traders were making small fortunes in paper profits in selling the new stock "when issued" and buying the old. The old shares opened at $170 and advanced to $245, closing at $236. There were 5,000 shares of the old stock sold, and 20,000 shares of the new "when issued."

The new shares opened at $15, sold up to $16, and broke to $13, closing at $13.87. At one time, when the old stock was at its lowest and the new stock at its highest, there was a paper profit of $1,700 on a ten-share arbitrage operation. At the highest price of the old shares and the low of the new there was still a profit of $250 in selling contracts "when issued." Curb brokers who were figuring their paper profits yesterday could not understand the discrepancy in the prices of the two issues, and were still anxious about the outcome of their trades.

FINANCIAL NOTES.

William Salomon & Co. have issued a booklet on "Modern Preferred Stocks," written by George G. Henry.

Smith-Tevis-Hanord Company is offering at 93¼ and interest $1,500,000 San Francisco, Oakland & San Jose consolidated mortgage 5 per cent. sinking fund gold bonds. They are legal investments for California savings banks.

BOURSES OF EUROPE

Underwriters' Sales and Announcement of Indian Loan Weaken Stocks in London.

PRICES HEAVY IN PARIS

But Are Firm in Berlin, Where Canadian Pacific and Baltimore & Ohio Lead Upward Movement.

Special Cable to THE NEW YORK TIMES.

LONDON, Friday, April 19.—The Times says in its City article to-day:

"There was a brisk inquiry for money yesterday morning, but very soon rates for day-to-day advances and short fixtures began to give way, as the supply was found to be more than adequate. Ample preparations had been made for enabling the market to obtain the use of the big sum due in payment for the assets of the Union Castle Steamship Company, and in the afternoon the tendency was very easy.

"There was not much discount business; as few houses are at present disposed to lower rates enough to bring out bills in considerable numbers.

"Some more German gold coin was withdrawn from the Bank of England for export to Argentina.

"On the whole, the volume of business on the Stock Exchange was smaller, but in a few markets a considerable amount of activity was noticeable. The news of the forthcoming Indian loan had a depressing effect on the gilt-edged market, though the tone became firmer again before the close on the easier monetary conditions.

"Among home railway stocks Southeastern and Chatham opened firm, relapsed sharply on profit-taking sales, then rallied, and closed firm. Great Northern and Central London stocks moved up rapidly.

"Canadian Pacific Railway shares were active and strong, while the American market became weak in the late dealings under the pressure of sales from New York.

"Copper shares closed dull.

"Marconi shares resumed their rise, and there were dealings in the shares of the American Company."

LONDON, April 18.—Money was tight but discount rates were easy to-day.

The stock market, while fairly active, was irregular. The announcement of a fifteen-million-dollar Indian loan weakened Indian stocks and consols, and underwriters' sales in connection with the loss of the Titanic were an additional easing factor. Mexican rails and oil and Marconi shares were strong.

American securities were firm and higher during the forenoon. United States Steel and Canadian Pacific were active leaders, on forecasts of good earnings. New York sent selling orders in the afternoon and caused a reaction, but the market was supported in the late trading and closed steady.

Money, 3@3¼ per cent.; rate of discount in the open market for short bills, 3⅝@3 7-16 per cent.; for three months' bills, 3 7-16 per cent.

Gold premium at Madrid, 6.80; at Lisbon, 9.

PARIS, April 18.—Prices were heavy on the Bourse to-day.

Three per cent. rentes, 91f 85c for the account.

Exchange on London, 25f 24½c for checks.

Private discount rate, 3⅛ per cent.

BERLIN, April 18.—Prices were firm on the Boerse to-day. Canadian Pacific and Baltimore & Ohio were active leaders in the upward movement.

Exchange on London, 20 marks 48½ pfennigs for checks.

Money, 3½ per cent.

Private discount rate, 3⅝ per cent.

LONDON CLOSING PRICES.

	London.	N. Y. Equiv.	N. Y. Close.	Net Ch'ge.
Consols, money	77 15-16	..	..	−3-16
Consols, account	78 1-16	..	..	−3-16
Anaconda	8¾	43¼	43¼	..
Atchison	111½	108¼	108⅛	+¼
Canadian Pacific	260	253¼	252¼	+½
St. Paul	114	111¼	110⅞	+⅝
Erie	38⅜	37⅜	37⅜	..
Erie 1st pf.	57½	56⅛	56	+⅛
Illinois Central	133½	130⅛	130	+¼
Louis. & Nash.	164	160	159⅞	+¼
N. Y. Central	122¼	119⅛	118⅞	+⅝
Pennsylvania	64⅛	125⅜	125⅛	..
Reading	85	165⅛	165⅝	−⅛
Southern Pacific	116⅛	113⅛	112⅝	+⅛
Union Pacific	177½	173	172⅛	+⅛
U. S. Steel	73⅝	71⅝	71	+⅝
U. S. Steel pf.	115½	112⅜	112½	+⅜

Exchange 4.87.

American Mining Stocks in London.

	£ s. d.		£ s. d.
Camp Bird	1 10 3	Esperanza	1 14 8
Tomboy	1 2 3	Dolores	1 10 0
El Oro	0 17 0	Stratton's Ind.	0 8 1½

BANK OF ENGLAND.

LONDON, April 18.—The weekly statement of the Bank of England shows the following changes:

Total reserve increased	£1,737,000
Circulation decreased	312,000
Bullion increased	1,424,149
Other securities decreased	1,262,000
Other deposits increased	1,484,000
Public deposits decreased	1,039,000
Notes reserve increased	1,711,000
Government securities decreased	1,000

The proportion of the bank's reserve to liability this week is 45.39 per cent.; last week it was 42.85 per cent.

Rate of discount unchanged at 3½ per cent.

BANK OF FRANCE.

PARIS, April 18.—The weekly statement of the Bank of France shows the following changes:

	Francs.
Notes in circulation decreased	7,875,000
Treasury deposits decreased	3,775,000
General deposits increased	15,600,000
Gold in hand increased	3,975,000
Silver in hand increased	11,500,000
Bills discounted increased	22,950,000
Advances decreased	16,950,000

THE TREASURY STATEMENT.

Special to The New York Times.

WASHINGTON, April 18.—The Treasury statement issued to-day gives receipts and expenditures for yesterday and for the elapsed periods of the month and of the fiscal year as follows:

	April 17.	Month.	Fiscal Year.
Rcts., customs.	$985,319	$15,502,205	$247,768,973
Internal rev.	1,042,005	12,667,587	232,286,861
Corporation tax	14,366	167,768	3,354,035
Miscellaneous	97,799	2,295,532	41,930,716
Total receipts	2,139,491	30,633,094	525,340,587
Expenditures	2,542,369	35,418,490	540,057,935
Surplus	*402,878	*4,785,396	*14,717,347

These figures exclude Panama Canal and public debt transactions. *Deficit.

At the beginning of business to-day the condition of the United States Treasury was:

Working balance in Treasury offices, $64,446,095; in banks and Philippine Treasury, $31,873,726.

The total balance in the general fund was $125,781,995.

AMALGAMATED 4 PER CENT.

Expected Rise in Quarterly Dividend Finally Announced.

The Directors of the Amalgamated Copper Company declared yesterday a dividend of $1 a share, payable May 27 to stockholders of record April 27. This increase in the dividend to 4 per cent. annually is in line with predictions which have been current in Wall Street for some weeks, and had little effect on the price of the stock. It is double the quarterly payments made by the company since 1908, when the dividend was reduced from 4 per cent. annually to 2 per cent. annually. The increased rate had been generally expected since the advance in copper metal began last Fall.

STANDARD OIL OLD STOCK
and
Subsidiaries En Bloc
BOUGHT & SOLD
ACTUAL MARKETS QUOTED
We quote all Standard Oil Subsidiaries for various New York Daily Papers.

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Du Pont Powder Securities
Standard Paint Co. Stock
Oil Fields of Mexico Co. Stock
Kings Co. Elec. Lt. & Pow. Stock & Bonds
Safety Car Heating and Lighting
American Typefounders Com. & Pfd.
Tri-City Railway and Light Com.
Union Typewriter Com. 1st and 2d Pref.
International Motors Com. & Pref.
South Jersey Gas, Elec. & Traction Stock
Brooklyn City Railway Stock
National Silk Dyeing
Federal Sugar Com. & Pref.
Michigan United Railway Pref.
Del., Lack. & Western Coal
International Salt 1st 5s, 1951
Chesapeake & Ohio Warm Springs 5s, 1941
C., C., C. & St. Louis, Cairo Div. 4s, 1939
Astor Trust Co.
Bankers Trust Co.
National Surety Co.
Hanover National Bank
Chemical National Bank
Citizens Central National Bank

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N. Y. & East River Ferry 5s
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Singer Mfg. Co.
10th & 23d St. Ferry 5s
United Lead Deb. 5s

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100 Interboro Rapid Transit Stock
25 Kansas City, Mexico & Orient 4s
100 Midland Coal Stock
100 National Light, Ht. & Pow. Com. Stock
100 Ward Bread Pfd., with 50% Com. Stock
25 Yale & Towne Mfg. Stock

J. K. Rice, Jr. & Co. Will Sell
62 American Iron & Steel Pfd. Stock
100 City Investing Com. Stock
100 Childs (Restaurant) Co. Pfd. Stock
50 General Baking Pfd. Stock
24 Phelps, Dodge & Co. Stock
50 Singer Manufacturing Stock
100 Sen Sen Chiclet Stock

J. K. Rice, Jr. & Co.
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International Nickel Common
Tri-City R'way & Light Co. Stocks
Federal Light & Trac. Co. Stocks
Phelps Dodge Co. Stock
American Piano Co. Pfd. Stock
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EXAMINATIONS AND REPORTS

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NEW YORK STOCK EXCHANGE—Thursday, April 18, 1912.

Total sales April 18, 1912	439,261
From Jan. 1, 1912	43,104,879
Same period last year	30,421,122

Closing Bid.	Closing Ask.	Sales.		First.	High.	Low.	Last.	Net Change.
205	..	20	Adams Express	217½	217½	217½	217½	...
1⅛	1¼	1,064	Allis-Chalmers	1⅜	1⅜	1⅛	1⅛	— ¼
3½	3¾	557	Allis-Chalmers pf.	3¾	3¾	3½	3½	— ¼
83⅝	83¾	35,000	Amalgamated Copper	83⅞	84⅛	82⅞	83⅝	— ⅛
65½	65⅝	3,800	Am. Beet Sugar	65⅝	66⅝	65½	65⅝	+ ¼
97	98¼	300	Am. Beet Sugar pf.	98¼	98¼	98	98	— ¼
33½	33⅝	9,800	Am. Can	34⅛	34¼	33¼	33⅝	— ½
115½	116½	1,000	Am. Can pf.	115½	116	115⅝	115⅝	— ⅞
59½	60	900	Am. Car & Foundry	59⅞	60¼	59⅞	60	+ ⅛
116⅞	118¼	100	Am. Car & Fdy. pf.	118	118⅛	118	118⅛	...
52½	53	700	Am. Cotton Oil	53	53¼	52½	52½	...
24½	25¼	100	Am. Hide & Leath. pf.	24⅞	24⅞	24⅞	24⅞	+ ¼
23⅛	23½	900	Am. Ice Securities	24¼	24¼	23⅛	23⅛	— ⅝
16	16⅜	7,600	Am. Linseed	15¾	16⅜	15⅝	16¼	+1
39	39⅜	2,900	Am. Linseed pf.	39	40½	39	39⅝	+1
43¼	43⅝	1,000	Am. Locomotive	43	43⅝	43	43½	+ ½
12½	12¾	500	Am. Malt	13¼	13¼	12¾	12¾	— ½
58¼	58¾	1,000	Am. Malt pf.	58⅝	59	58⅝	58¾	+ ⅜
84⅜	84⅞	7,100	Am. Smelt. & Ref.	86	86	84⅜	84⅞	— ⅝
107½	107¾	300	Am. Smelt. & Ref. pf.	107¾	107¾	107¾	107¾	...
87	87¼	300	Am. Smelt. Sec. pf. B.	87¼	87¼	87	87	— ¼
34	35½	100	Am. Steel Foundries	34¼	34¼	34¼	34¼	— ¼
145⅞	146	1,200	Am. Tel. & Tel.	146	146	145⅞	145⅞	+ ⅛
102	102⅛	1,000	Am. Tobacco pf. new	102	102	102	102	+ ⅛
91¼	92	200	Am. Woolen pf.	91	91	91	91	+ ⅜
34⅜	34½	1,400	Am. Writing Paper pf.	35	35⅛	34¾	34¾	+ ½
42¾	43	1,600	Anaconda Copper Co.	43½	43⅝	43	43	— ¼
108⅜	108½	3,200	Atch., Top. & S. F.	108⅝	108⅞	108¼	108⅜	— ⅛
103¼	103½	750	Atch., Top. & S. F. pf.	103⅝	103⅝	103¼	103¼	— ⅜
140¾	141½	200	Atlantic Coast Line	141	141	141	141	— ¼
107⅞	108	8,000	Baltimore & Ohio	107⅞	108¼	107½	107⅞	+ ⅝
2½	2⅝	300	Batopilas Mining	2½	2⅝	2½	2⅝	+ ⅛
38	38¼	8,500	Bethlehem Steel	37⅝	38⅝	37⅜	38¼	+1⅜
66⅝	66½	6,160	Bethlehem Steel pf.	64¾	66⅞	64⅜	66¼	+1¾
82⅞	83	300	Brooklyn Rapid Tran.	83¼	83¼	82⅞	82⅞	— ⅛
9½	10¼	100	Bruns. Ter. & Ry. Sec.	10	10	10	10	...
253	253¼	4,575	Canadian Pacific	253⅛	253⅞	252½	253¼	+ ⅝
26¼	26½	6,610	Central Leather Co.	26⅛	27	26⅛	26¼	+ ⅝
93	93½	1,100	Cent. Leather Co. pf.	92⅞	93½	92⅞	93	+ ¾
79¼	79⅝	1,100	Chesapeake & Ohio	80	80¼	79⅞	79¾	— ⅛
18¾	19	1,100	Chicago Gt. Western	19⅛	19¼	19	19	+ ⅛
36¼	36⅝	100	Chi. Gt. Western pf.	37	37	37	37	+ ½
110¼	110½	1,900	Chi., Mil. & St. Paul	110⅜	111⅛	110⅜	110¼	— ⅜
..	..	16,310	Chi., M. & St. P. Rgts	½	17-32	½	33-64	—1-64
3⅛	3⅝	1,200	Chi. Un. Tr. t. r. sta.	3⅜	3⅞	3⅜	3½	+ ⅜
9½	9⅝	3,000	Chi. Un. Tr. pf. t.r.sta.	9	10⅛	8⅞	9⅝	+1¼
29⅛	29⅝	6,400	Chino Copper	29⅛	29⅞	29⅛	29½	+ ½
..	..	1,550	Chino Coper Rights	*42	42	41	41	+6
29½	30	1,100	Colorado Fuel & Iron	30¼	30⅞	30¼	30⅜	+ ¼
..	..	2,700	Comstock Tunnel	*12	15	12	13	—2
143¾	144	400	Consolidated Gas	144	144	143¾	143¾	...
15½	15¾	8,400	Corn Products Ref.	15¾	16⅛	15½	15½	+ ¼
82¾	83	550	Corn Products Ref. pf.	83	83⅛	83	83⅛	+ ⅝
77½	80	300	Crex Carpet	75	76⅛	75	76⅛	+4⅛
170	170½	200	Delaware & Hudson	171	171	170	170	— ½
23	23¼	200	Denver & Rio Grande	23⅜	23⅜	23	23	— ½
40¼	42	600	Den. & Rio Grande pf.	42⅜	42⅜	41⅞	41⅞	— ...
32	32⅜	500	Distillers' Securities	32½	32½	32	32	— ¾
37	37⅛	12,600	Erie	37½	37½	36⅝	37	— ⅝
55⅜	56	800	Erie 1st pf.	55⅞	56	55½	55½	— ½
14½	20	100	Federal M. & S.	18	18	18	18	— ¾
43	46⅞	100	Federal M. & S. pf.	46	46	46	46	+ ⅝
106½	108	30	General Chemical pf.	107⅞	107⅞	107⅞	107⅞	...
170	170½	300	General Electric	170⅝	170⅝	170½	170½	+ ⅛
35½	36	200	General Motors	35½	35½	35½	35½	— ½
73¾	76	300	General Motors pf.	75	75	74½	74½	— ½
4¼	4⅜	800	Goldfield Consol.	4⅜	4⅜	4⅜	4⅜	+ ⅛
131⅜	131¾	2,100	Great Northern pf.	131¼	132	131⅛	131⅜	— ⅝
39⅞	40¼	200	Gt. N. certs ore prop	39⅞	39⅞	39⅞	39⅞	— ¼
..	..	6	Hanover Bank	650	650	650	650	...
129¾	130⅞	50	Illinois Central	129¾	129¾	129¾	129¾	...
19⅞	20	1,900	Inter.-Met. v. tr. cfs.	19⅞	20⅛	19⅞	20	+ ⅜
58¾	58⅝	3,500	Inter.-Met. pf.	58⅝	59	58⅝	58⅝	— ⅛
117	117¾	1,400	Int. Harvester	118	118½	117¾	117¾	— ⅛
..	121	100	Int. Harvester pf.	121	121	121	121	...
13⅞	14	1,600	Int. Paper	13⅞	14⅛	13⅞	14⅛	+ ⅛
56¾	57	600	Int. Paper pf.	55⅞	56¾	55⅞	56¾	+ ⅞
29½	30	600	Int. Steam Pump	29⅛	29½	29	29½	+ ⅛
83	85	40	Int. Steam Pump pf.	83	83	83	83	...
470	..	25	Lake Shore	495	495	495	495	...
15¼	16½	200	Lake Erie & Western	16	16	16	16	+1
36	37⅝	200	Lake Erie & West. pf	37	37⅜	37	37⅜	+ ¾
164⅛	164¾	2,750	Lehigh Valley	164⅝	165½	164¼	164¼	— ⅜
159	159½	700	Louisville & Nash.	160	160	159⅝	159⅝	— ⅜
84¾	87¼	100	Mackay Cos.	85	85	85	85	— ¼
69	71¼	100	May Dept. Stores	70	70	70	70	...
4⅜	5	1,400	Mercantile Marine	5⅛	5⅛	4⅞	4⅞	— ¼
20⅛	20½	2,600	Mercantile Marine pf.	21½	21½	20¼	20¼	—1¼
25⅜	26	400	Miami Copper	26	26	25⅞	25⅞	— ¼
20	23	100	Minn. & St. Louis	22½	22½	22½	22½	— ¼
47⅜	50	400	Minn. & St. Louis pf.	49	49	48⅜	48⅜	— ⅝
141⅛	142	500	M., St. P. & S. S. M.	141⅞	142	141⅜	141⅜	— ¼
29⅞	30⅛	300	Mo., Kansas & Texas	30¼	30¼	29⅞	29⅞	— ⅛
65	66	100	Mo., Kan. & Tex. p.	65	65	65	65	—1
43⅛	43¾	1,500	Missouri Pacific	44¼	44¼	43	43⅜	— ⅜
149	150	100	Nat. Biscuit Co.	150	150	150	150	...
..	..	8	Nat. City Bank	440	440	440	440	...
16¼	17¼	200	Nat. Enam. & Stamp	16¼	16¼	16¼	16¼	+ ¼
57	57½	300	Nat. Lead Co.	57⅜	57⅜	57⅛	57⅛	...
29⅜	30	200	Nat. Rys. of M. 2d pf	29½	29½	29½	29½	...
19⅜	19⅞	634	Nev. Consol. Copper	19⅞	19⅞	19⅜	19⅜	— ⅛
119⅞	119½	22,800	New York Central	119½	120	119	119½	+ ⅜
59	61	1,060	N. Y., Chi. & St. L.	60	61½	60	61	+1¼
87½	90	10	N. Y., C. & St. L. 2d pf	90	90	90	90	...
48	50	100	New York Dock pf.	47	47	47	47	—13¼
40	40½	400	N. Y., Ont. & West.	40¼	40½	40¼	40¼	+ ⅛
91¼	92½	100	N. Y. State Railways	92½	92½	92½	92½	+ ¼
112⅝	112¾	4,800	Norfolk & Western	113⅜	113⅜	112½	112⅝	— ⅝
83¼	83½	1,300	North American	84	84⅜	83⅞	83¼	— ½
121	121¼	1,600	Northern Pacific	121¼	121½	120⅞	121	— ¼
48	48½	625	Pacific Tel. & Tel.	48½	48½	48	48	...
125	125¼	1,000	Pennsylvania R. R.	125¼	125⅜	125⅛	125⅜	+ ⅛
108⅝	108⅞	300	People's Gas, Chi.	108⅞	108⅞	108⅝	108⅝	+ ⅜
14⅞	15¼	1,900	Peoria & Eastern	13⅜	15	13⅜	14⅞	+ ⅝
109⅝	110½	100	P. Lorillard pf.	109⅞	109⅞	109⅞	109⅞	...
107	107½	200	Philadelphia Co.	106⅞	107	106⅞	107	— ½
104⅜	105	1,000	P., C., C. & St. Louis	104⅜	105⅛	104⅛	105	— ¼
21	21½	300	Pittsburgh Coal	21⅞	21⅞	21⅛	21⅛	+ ½
85⅛	86⅝	300	Pittsburgh Coal pf.	86⅛	87	86⅛	86⅛	+ ¼
34½	35	400	Pressed Steel Car	35	35	34½	34½	+ ½
109½	110½	200	Pub. Serv. Corp., N. J.	110¼	110¼	110	110	— ½
6½	7½	200	Quicksilver	6⅜	6⅜	6⅜	6⅜	...
19⅜	19⅞	1,800	Ray Consol. Copper	20	20	19⅜	19⅞	+ ⅜
34	35	200	R'way Steel Spring	34	34¼	34	34¼	+1½
165¼	165⅜	51,600	Reading	165¾	166⅜	164⅞	165¼	— ⅜
96½	97	200	Reading 2d pf.	96½	96½	96½	96½	...
23⅝	23¾	500	Rep. Iron & Steel	23⅝	23⅞	23⅛	23⅝	+ ⅝
78⅝	78¾	1,325	Rep. Iron & Steel pf.	78⅝	78¾	78⅝	78⅝	+ ⅜
29⅛	29⅜	9,300	Rock Island Co.	29⅛	29⅞	28⅞	29⅛	+ ⅛
56¾	57¼	2,500	Rock Island Co. pf.	57⅜	58⅛	56⅝	57	+ ⅛
27	27½	100	St. Louis & San Fran	27¼	27¼	27¼	27¼	...
67	68½	220	St. L. & S. F. 1st pf.	67⅝	67⅝	67⅝	67⅝	— ⅛
41	41¼	100	St. L. & S. F. 2d pf.	41½	41½	41½	41½	+ ⅛
32¼	33½	300	St. Louis Southwest'n	32½	33	32½	33	...
25¼	25¾	300	Seaboard Air Line	26	26	25¾	25¾	— ⅛
162¾	163¼	1,800	Sears, Roebuck & Co	163½	163½	163⅝	162¾	— ¾
47	49	150	Sloss-Shef. S. & Iron	48	48	48	48	—1½
112⅞	113	2,400	Southern Pacific	112¼	113	112¼	112⅞	+ ¾
105	109¾	50	South P. R. Sugar pf	110	110	110	110	...
29¾	30	600	Southern R'way ext.	29⅞	29⅞	29⅝	29⅝	— ⅜
73⅝	73¾	600	South. R'way pf., ext	74⅛	74⅛	73⅝	73⅝	— ¼
58	59¼	100	Standard Milling pf.	59¼	59¼	59¼	59¼	— ¾
40⅜	41½	300	Tennessee Copper	41⅞	41⅜	41	41	+ ⅝
94	96	100	Texas Co.	96	96	96	96	+ ½
24	25	100	Texas & Pacific	24¼	24¼	24¼	24¼	...
37¼	37⅜	800	Third Avenue, new	38⅜	38⅜	37⅛	37⅛	— ½
10½	10⅝	2,100	Tol. R'way & Light	10	10½	9⅞	10½	— ¼
34⅛	35	400	Tol., St. L. & W. pf	34⅞	34⅞	34⅛	34⅞	— ⅜
105¾	106¾	100	Twin City R. Transit	106¼	106¼	106¼	106¼	+ ¾
10¼	10½	3,710	Union Bag & Paper	10	10½	10	10⅜	+ ½
58	60	250	Union B. & Paper pf	59⅜	60	59⅜	60	...
171¾	171⅞	34,700	Union Pacific	172⅜	173⅛	171½	171⅞	— ⅝
33½	34½	320	United Rys. Inv	33⅜	34	33⅜	34	+ ¼
61¼	62	100	United Rys. Inv. pf.	61⅝	61⅝	61⅝	61⅝	+ ¼
77½	77⅝	300	U. S. Realty & Imp.	77⅜	77⅝	77½	77⅝	+ ¼
32	34½	100	U. S. Ind. Alcohol	34⅝	34⅝	34⅝	34⅝	— ¼
101	103	200	U. S. Ind. Alcohol pf	101	102	101	102	+1½
55	55½	900	U. S. Rubber	55	55¼	55	55¼	+ ⅜
112½	113¾	100	U. S. Rubber 1st pf.	112⅝	112⅝	112⅝	112⅝	— ⅛
71	71¼	78,100	U. S. Steel	71⅛	72	70⅞	71	...
112½	112¾	400	U. S. Steel pf.	112⅝	112⅝	112⅝	112⅝	+ ¼
63⅞	64¼	10,400	Utah Copper	64	64⅜	63⅞	64	+ ¼
50	50½	2,850	Va.-Caro. Chemical	49⅞	50⅜	49⅞	50	+ ⅜
8⅞	9	200	Wabash	8⅞	8⅞	8⅞	8⅞	+ ⅛
62½	62¾	8,300	Western Maryland	63	63⅜	62	62	— ⅞
82½	82¾	100	Western Union Tel.	82⅝	82⅝	82⅝	82⅝	+ ¾
75	75½	600	Westinghouse E. & M.	75¼	75¼	75	75	— ⅝
8½	9	100	Wheel. & Lake Erie	8⅜	8⅜	8⅜	8⅜	— ¼
25¼	25⅝	400	Wheel. & L. E. 1st pf	25¼	25⅞	25¼	25¼	— ⅜
13¼	14	100	Wheel. & L. E. 2d pf.	13⅝	13⅝	13⅝	13⅝	— ⅜
56¼	58	500	Wisconsin Central	56	57	56	57	+ ¼

*Cents per share.

Mer Marine col trust 4½s
25,000....66⅝
100,000....66¼
12,000....66⅝
2,000....66½
5,000....66¼
12,000....66
1,000....65⅞
1,000....66
10,000....65⅜
5,000....65⅝
11,000....66
M, K & O 1st 5s
2,000....106
M, K & T 1st 4s
1,000....95¼
M, K & Tex 1st & ref 4s
4,000....78½
Mo Pac 5s, 1977
2,000....99⅝
Nat Rys of Mex prior lien 4½s
1,000....90½
Natl Tube 5s, J P Morgan & Co trust rects
45,000....101
35,000....101¼
35,000....101¼
33,000....101⅜
92,000....101½
6,000....101¼
36,000....101⅜
45,000....101¼
10,000....101⅝
N Y Central, L S col 3½s
1,000....81⅞
1,000....81⅝
N Y Chic & St L deb 4s
1,000....90
N Y G, E L, H & P col tr 5s
2,000....103⅝
3,000....103⅜
N Y, N H & H conv deb 6s
2,000....130
3,000....130⅛
N Y Railways temp ref 4s
3,000....80¼
2,000....80⅛
3,000....80¼
8,000....80⅛
tem adj 5s
1,000....54⅛
17,000....53¾
2,000....53⅝
1,000....53¾
N Y Tel 4½s
4,000....100⅛
2,000....100
N Y, Westchester & Boston 4½s
29,000....99¼
6,000....99⅝
Norf & Wn con 4s
1,000....99½
Norf & W cnv 4s
5,000....113⅛
1,000....113
divisnl 1st 4s
1,000....93⅛
Norf & Wn, Pocan C & C 4s
2,000....93½
Northn Pac 4s
5,000....99⅞
10,000....99⅝
Nor Pac gen 3s
500....70
Oreg Short Line gtd refg 4s
10,000....94
Oz & Cher Cen 5s
1,000....99⅞
Pac Tel & T 5s
1,000....100⅛
Penn cv 3½s, 1912
1,000....99⅞
1915
3,000....97½
Peo & E inc 4s
5,000....45⅛
P. Lorillard Co 7s temp bonds
2,000....121¾
3,000....121⅞
P. Lorillard Co 5s temp bonds
8,000....95⅝
Pub Ser Corp skg fd 5s
8,000....94
9,000....93⅞
Reading gen 4s
5,000....98⅛
1,000....98¼
1,000....98⅛
81,000....98
5,000....98⅛
10,000....98¼
Rep I & Steel s f 5s, 1940
2,000....92⅝
Rio Gr W 1st 4s
3,000....85½
St L, Ir Mt & S River & G 4s
3,000....83½
St L, Rocky Mt & Pacific 5s
1,000....83¾
St L & S F R R ref 4s
1,000....79¼
6,000....79½
St L S W 1st 4s
5,000....92
St L S W con 4s
15,000....81⅝
2d inc 4s
1,000....81½
Seab Air L adjust 5s
2,000....80
So Pac col 4s
5,000....92
So Pac conv 4s
1,000....95⅝
1,000....96
So Pac 1st ref 4s
1,000....95¼
So Ry gen 4s
8,000....78⅞
3,000....78⅞
1,000....78⅞
3,000....78⅞
2,000....78⅞
Tex Co conv 6s
3,000....98¼
Third Av adj 5s
2,000....72¼
Tol, St L & Wn 4s
1,000....63½
1,000....65
Tri City 5s
3,000....98
Un Pac 1st 4s
2,000....101⅝
5,000....102
2,000s20f....101⅝
1,000....102
Un Pac conv 4s
2,000 3....103¼
12,000....103⅜
3,000....103¼
Un Pac 1st & r 4s
17,000....96⅝
U S R & Imp 5s
2,000....88⅛
U S Rubber 6s
2,000....104½
U S Steel C s f 5s
21,000....102⅝
18,000....102½
11,000....102⅝
registered
500....102⅝
Va-Car Chem 5s
2,000....99⅞
Wabash 1st 5s
36,000....107½
Wabash 2d 5s
1,000....99¼
Wabash R R ref & ext 4s
30,000....63¾
10,000....63⅞
10,000....64
5,000....64½
4,000....64⅝
5,000....64½
9,000....64¾
10,000....64½
10,000....64⅝
5,000....64¼
20,000....64½
1,000....64⅝
12,000....64¼
6,000....64
15,000....63¾
Equit Tr Co ctfs of dep stamped
1,000....61¾
20,000....62
2,000....62⅝
Wab. Pitts Ter 1st, Cent Tr ctfs
10,000....38½
Wab. Pitts T 2d, Tr Co ctfs
1,000....2½
Western Elec 5s
5,000....102⅝
West Md 4s
26,000....87⅜
5,000....87½
West Un fund & real est 4½s
2,000....99
West Shore 4s
1,000....100⅝
1,000....100⅝
5,000....100⅝
Westingh El & M 5% notes
1,000....97½
Westingh El & M 1st cv s f 5s
10,000....95¼
Wis Cent gen 4s
1,000....93
9,000....93⅛

BID AND ASKED QUOTATIONS.

Closing quotations for Government bonds:

	Bid.	Asked.
2s, r, 1930	100½	101
2s, c, 1930	100¾	101¾
3s, r, 1918	102½	103
3s, c, 1918	102⅝	..
4s, r, 1925	114	114¾
4s, c, 1925	114¼	115
Pan 2s, r, 1936	100¼	..
Pan 2s, r, 1938	100¼	..
Pan 3s, r, 1961	101⅝	101⅞
Pan 3s, c, 1961	101⅝	101⅞

Closing quotations for stocks in which there were no transactions:

	Bid.	Asked.
Alb & Susq.	265½	..
Alle & W.	128	..
Am Ag Ch.	60½	61
A A Ch pf.	100	101½
A B S & F.	94¾	96½
A B S & F pf.	132½	134¼
Am Coal	70	95
Am C O pf.	97	98
Am Exp.	220	226
A H & L.	4	5
Am Loc pf.	108½	109
Am Snuff.	130	135
Am Sn pf.	106	108
A. Sn pf, n.	100	101
Am Sug R.	127	128
A S Ref pf.	121½	123
Am T & C.	72	80½
A Tobacco.	258	263
Am Tob pf.	104	105¼
Am Woolen.	28¼	29
Ann Arbor.	15	35
Ann A pf.	60	90
Assets Real.	119½	121
Assoc Oil	..	52
Bald L pf.	106¼	106⅝
B & O pf.	87¾	89¼
B Un Gas.	142½	144
B, R & P.	103	108
B, R & P pf.	126	150
Butk Co.	33	34
Canada So.	67½	69
C R R of N J.	365	375
C & S A T.	119	122
Chi & Alt.	21	24¾
C & A pf.	35	60
C, I & L pf	50	80
C, M & St Paul pf.	142½	144½
C & N W.	143	144
C & NW pf.	194	198
Chi, St P, M & Om.	135	140
C, St P, M & Om pf.	150	160
C, C, C & St L.	58	59½
C, C, C & St L pf.	101⅛	105
Cleve & P.	166	..
C & P Sp.	93⅛	..
C F & I pf.	105	..
Col & So.	44	45½
C & S 1st pf.	75	76
C & S 2d pf	66½	72
Cons Coal.	103½	..
Cub-Am S.	..	45
C-Am S pf.	93½	95
D, L & W.	547	564
D M & Ft D.	5½	8⅝
D M & Ft D pf.	25	..
Det & M.	115	..
D & M pf.	105	..
D, S S & A	10	10⅝
D, S S & A pf.	20¼	21½
Du P de N Pow pf.	90¾	93¼
Erie 2d pf.	45½	46¾
Ev & T H pf.	..	105
Gen Chem.	..	135
G & S Tel.	115⅛	..
G. W. Helme.	160	175
G. W. Helme pf.	106	112
Hav E Ry.	112	..
H E R pf.	120	..
Hock Val.	125	130
Homestake.	94	97
Ill C l l.	92⅛	..
Inger-Rand.	101	..
Inger-R pf.	97	..
Iowa Cent.	12½	13
Iowa C pf.	26	30
Kan C, Ft S & Mem pf.	78½	80¾
Kan C So.	27	28
K C So pf.	63	65
K & D M.	7¼	9
K & D M pf	40	50
Kn I, Chi.	..	24
Kn I, C, pf.	60	78½
Lack Steel.	..	31
Lacl Gas.	106	106½
Lig & M	190	192
Lig & M pf.	109¼	109¾
Long Island	44	50
Mackay, Cos pf.	69	69¾
Mah C R.	500	1,000
Man Beach.	1½	3
Man Elev.	135	137
M D St pf.	109½	110
Mich Cent.	150	190
M, St P & S S M pf.	150½	151¾
M, St P & S S M l l.	86½	89
Mor & Es.	173	175
N, C & St L.	160	170
Nat B pf.	127½	129
Nat En pf.	90	94
Nat L pf.	108¼	109
Nat Rys of M 1st pf.	62	66
N O, M & C pf.	29	..
N Y A Br.	53⅝	55½
N Y, C & St L 1st pf.	103	110
N Y Dock.	20½	..
N Y, L & W.	122	126
N Y, N H & H.	137	138
N O T & L.	66¼	67
Norf South.	46¼	48
N & W pf.	90	92
Ont Mining.	1¾	2
Pabst B pf.	110½	112
Pac Coast.	90	100
P C 1st pf.	85	105
P C 2d pf.	90	100
Pac Mail.	32¼	33
P T & T pf	98	..
P. Lorillard.	182½	189
Pere Marq.	..	30
P M 2d pf.	..	38
Phelps-D'ge.	207	..
P, C, C & St L pf.	100	116¼
P, Ft W & C.	165⅛	..
Pitts St pf.	101	102
P, Y & A pf.	163	..
Pr St C pf.	102½	103
Pullman Co.	160½	161
Q'ksil'r pf.	6	6⅞
Ry St S pf.	100	101
Rdg 1st pf.	90	91
Rens & S.	185⅛	..
R. W & Og.	127	..
R G M Co pf.	100	110
Rutland pf.	60	80
St L & S F, C & E I ctfs.	140	200
St L & S F, C & E I new ctfs.	54¼	56
St L & S F, C & E I pf ctfs.	107	111
St L S W pf.	75½	76½
S A L pf.	50½	51
Sears-R pf.	123½	124¾
S-S S & I pf.	95	105
So P R S.	70	85
So Ry, M & Ohio ctfs.	80	88
Stand Mill.	20	22
T P L Tr.	89	..
T, P & W.	15¼	..
Tol, St L & West.	15¼	15⅝
T C R T pf.	142	145
Und Typew.	100	102
Und T pf.	110	111½
Un Pac pf.	91	91¾
Un Cig M pf.	105	107
Un Dry G.	100⅝	101
Un D G pf.	105⅛	105⅝
U S C I P.	17	18
U S C I P pf.	54½	65½
U S Exp.	96	100
U S R & R	2½	3
U S R & R pf.	2½	12
U S Rubber 2d pf.	78	78½
Va-Car Ch Co pf.	118¼	119
V I, C & C.	63	68
Va Ry & P.	46½	49
Vulcan Det.	19	23
Vul Det pf.	80	84¾
Wabash pf.	21½	21⅞
W F Exp.	144¼	147
Weyman-B.	190	200
Weym-B pf.	106	114
W Md pf.	78	84¼
Westingh'se 1st pf.	119½	122½

BONDS ON STOCK EXCHANGE.

Total sales April 18, 1912	$3,048,000
From Jan. 1, 1912	274,405,500
Same period last year	261,202,500

Panama 3s, coup
15,000....101⅝
Chinese Ry 5s, rcts, full paid
18,000....95½
City of Tokio 5s, interim ctfs
8,000....94¾
Jap Gov 4½s, sterling loan
7,000....92¾
2d series
6,000....91⅞
U S of Mex 4s
10,000....90
2,000....90⅛
5,000....90⅛
2,500....90¼
U S of Mex 5s
5,000....96
N Y Canal 4s, 1960
5,000....102
N Y Canal 4s, 1961
5,000....102
new
84,000....102
N Y City 3½s, 1954
1,000....87¼
N Y City 4s, 1957
6,000....100
N Y City 4s, 1959
16,000....100
N Y City 4½s
12,000....101⅝
N Y City 4½s, 1957, new
8,000....107
Adams Ex 4s
3,000....87
Allis-Chalmers 5s
2,000....65⅝
12,000....65⅛
8,000....65⅝
Am Ag Ch cv 5s
4,000....102¼
1,000....102⅝
Am Ice Secur 6s
2,000....79¼
6,000....79½
Am Sm Secur 6s
10,000....104⅞
20,000....104⅞
23,000....104⅞
10,000....104⅞
Am T & T col 4s
3,000....91
Am Tob 6s
1,000....120¼
Armour & Co 4½s
14,000....92
A, T & S Fe gen 4s
5,000....99⅛
500....99⅛
5,000....99⅛
16,000 s 10f....99¼
1,000....99⅛
adustment 4s
14,000 s 10f....90⅝
conv 4s, 1955
5,000....108
2,000 s 20f....108
conv 4s, 1960
15,000....108⅝
10,000....103⅝
16,000....103⅝
Trans S L 4s
3,000....93⅞
Atl Coast 4s
4,000....95¼
2,000....95½
At Coast Line, L & N col 4s
5,000....94¼
B & O gold 4s
8,000 s 10f....98⅛
S W div 3½s
10,000....91
Beth Steel 5s
2,000....97⅞
1,000....97⅞
14,000....97⅞
6,000....98
5,000....97⅞
10,000....97½
82,000....98
5,000....98⅛
9,000....98
6,000....98⅛
1,000....98⅛
8,000....98⅛
3,000....98⅛
7,000....98⅛
6,000....98⅛
4,000....98⅛
1,000....99
9,000....98⅞
11,000....99
1,000....99⅛
5,000....99⅛
15,000....98⅞
5,000....99
10,000....99⅛
10,000....99⅛
3,000....99⅛
Bklyn R T refg conv 4s
6,000....87
Cent Leather 5s
21,000....95½
C & O gen 4½s
10,000....101
conv 4½s
51,000....93⅝
1,000....93⅝
Chic & Alt 3½s
10,000....62
C, B & Q deb 5s
5,000....100⅝
C, B & Qy gen 4s
24,000....96⅛
C, B & Qy joint 4s
11,000....96⅞
2,000....96⅝
13,000....96⅝
1,000....96⅝
5,000....96¾
8,000....96⅝
2,000....96⅝
10,000....96⅝
Chic & East Ill ref & imp 4s
1,000....79¼
Chic Gt Wn 4s
15,000....79⅞
C, M & St P gen 4s, ser A
3,000....98½
4s, 1934
5,000....90⅛
conv 4½s, when issued
109,000....103⅜
183,000....103½
Chic & Northwn gen 4s
2,000....97⅝
gen 3½s
25,000....86½
1,000....86
C, R I & P gen 4s
2,000....96⅛
C, R I & P Ry ref 4s
2,000....89⅛
C, R I & P R R 4s
7,000....72½
8,000....72⅝
1,000....72½
C, St L & P 1st registered
2,000....110¼
Chino Copper 6s
1,000....128
1,000....130
Col & So 1st 4s
16,000....96
Corn Prod ref s f 5s, 1931
2,000....97
Cuban-Am Sug col trust 6s
5,000....96¼
D & H conv 4s
20,000....98⅛
Del & Hudson 1st & ref 4s
37,000....98⅝
Dis Sec Corp 5s
7,000....73⅝
1,000....73⅝
1,000....74
Erie 1st gen 4s
6,000....79¼
Erie conv 4s, Series B
14,000....80⅜
2,000....80⅜
Fla East C Ry 1st 4½s
1,000....97⅝
Gen Motors 6s
1,000....99⅞
1,000....99⅝
Great Northern ref 4¼s
1,000 3....100⅝
Ill Cent ref 4s
5,000....95⅝
Ill Steel 4½s, J P Morgan & Co, trust rects
20,000....92½
Indiana Steel 5s J P Morgan & Co trust rects
89,000....101¼
58,000....101⅝
62,000....101½
70,000....101⅝
70,000....101½
Inter-Met 4½s
16,000....82⅝
Int Rap Tran 5s
10,000....104½
Interna'l Nav 5s
1,000....81
Iowa Cent ref 4s
5,000....65
4,000....65¼
20,000....65
K C, Ft S & M 4s
1,000....80
Kan City Ter 4s
11,000....97½
Lacka Steel 5s, 1950
15,000....77½
L S & M S 4s, 1928
8,000....93⅝
1931
5,000....93½
Liggett & Myers 7s, tem bonds
7,000....120⅞
Liggett & Myers 5s, tem bonds
5,000....94⅝
4,000....94½
1,000....94⅝
L & N unfied 4s
1,000....99¼
L & N gen 6s
1,000....117
L & N, Atl, K & Cin 4s
2,000....92⅝
Manhattan con 4s
1,000....96½
tax exempt
5,000....97¼
Met St gen 5s, Tr Co ctfs
4,000....99¼

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Allows Interest on Deposits

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Fifth Ave. & 34th St. Lenox Ave. & 125th St. 60 Broadway. Third Ave. & 148th St.

$1,500,000

San Francisco, Oakland & San José Consolidated Railway

(KEY ROUTE)

GENERAL CONSOLIDATED MORTGAGE 5% SINKING FUND GOLD BONDS

Dated May 19, 1908. Due May 19, 1938. Interest payable May 19th and November 19th in each year. Coupon bonds of $1,000 may be registered as to principal. Redeemable on any interest date at 102½ and accrued interest. Union Trust Company of San Francisco, Trustee. Authorized, $7,500,000. Reserved to retire underlying bonds, $4,500,000. Issued and outstanding, $3,000,000.

LISTED ON THE SAN FRANCISCO STOCK AND BOND EXCHANGE.

LEGAL FOR SAVINGS BANKS IN CALIFORNIA.

PROPERTY AND TERRITORY.

The property of the San Francisco, Oakland & San Jose Consolidated Railway (known as the **Key Route**), together with that of the Oakland Traction Company, the East Shore & Suburban Railway, the California Railway, the Sacramento Short Line, the San Jose Short Line and the Pacific Terminal Company, has been consolidated into and absorbed by the **San Francisco-Oakland Terminal Railways.** The Bonds offered are a direct obligation of the new Company and the property covered by the mortgage securing the Bonds forms the most important part of the traction system which comprises about 230 miles of standard gauge track, and **serves a population of over 625,000,** including the City of San Francisco (population 416,912), which is reached by the pier and ferry line of the **Key Route;** the City of Oakland (population 150,174), the City of Berkeley (population 40,424), and the towns of Richmond, Emeryville, Piedmont, San Leandro, San Lorenzo and Haywards.

SECURITY.

These Bonds are secured by a first lien (subject only to $4,500,000 underlying Bonds, for the retirement of which Bonds of this issue are reserved) upon Railways, Rights of Way, Real Estate, Ferry Boats, and other property conservatively estimated to have a value of nearly $17,000,000.

EARNINGS.

The earnings of the properties merged into the **San Francisco-Oakland Terminal Railways,** as compiled from a report of Messrs. Price, Waterhouse & Company, Chartered Accountants, were:

	Gross Earnings.	Net Earnings.	Interest Charges.	Surplus.
For the year ending March 31, 1911	$4,214,788	$1,518,701	$857,828	$660,873
Actual earnings for six months' period ending December 31, 1911	$2,462,766	$1,045,190	$567,178	$478,012
Earnings for fiscal year ending June 30, 1912, officially estimated as follows	$4,900,000	$2,090,000	$1,135,000	$955,000

FRANCHISES.

The terms of the franchises permit the transportation of express and freight through the streets, and have no restrictions as to speed. The franchises run until from 1951 to 1960.

SINKING FUND.

The mortgage provides for a Sinking Fund, commencing in 1915, which will retire before maturity $4,345,000 bonds.

WE RECOMMEND THESE BONDS FOR INVESTMENT WITHOUT QUALIFICATION.

Price 93½ and interest, yielding an income of about 5½%

SPECIAL CIRCULAR AND MAP SENT ON APPLICATION.

Smith-Tevis-Hanford Co.

Investment Bonds

60 Broadway New York

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Chartered 1822

The Farmers' Loan and Trust Company,

Nos. 16, 18, 20 & 22 William Street.

Branch Office, 475 Fifth Avenue,

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LONDON 15 Cockspur St., S. W. 26 Old Broad Street, E. C. PARIS, 41 Boulevard Haussmann

Travelers' Letters of Credit. Foreign Exchange.

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STANDARD 6% BONDS

Denomination $100 amounts. Issued any time. Interest begins at once. Purchasable outright or in annual payments.

Security New York Real Estate. $5 in Assets against every dollar issued.

Interest Payable semi-annually by check—providing non-fluctuating income.

Term Redeemable in 10 years from date of issue, in gold.

Privilege Owner can convert at any time into stock, on special terms, thereby sharing in the large profits from Real Estate ownership.

Purpose N. Y. Real Estate, for permanent increment only, never for speculation. N. Y. realty is enhancing in value at rate of $1,000,000 daily.

Record Continuous interest and dividends for 16 years. Steady surplus growth.

Management The same for 16 years—experienced, conservative men.

An investment that combines unquestioned security with liberal return, and that is independent of political or financial uncertainties. Ask for Circular E before re-investing your funds, large or small.

New York Realty Owners

Resources $3,500,000 Cap. & Sur. $2,500,000

489 FIFTH AVENUE, NEW YORK.

CENTRAL TRUST COMPANY

OF NEW YORK

54 Wall Street

Statement of Condition March 21, 1912

RESOURCES		LIABILITIES	
Bonds and Mortgages	$1,640,871.05	Capital Stock	$3,000,000.00
Public Securities, Market value	5,456,735.08	Surplus	15,000,000.00
Other Securities, Market value	27,182,088.96	Undivided Profits	1,929,580.61
Loans	41,107,591.39	Deposits	99,609,964.80
Real Estate	1,006,883.33	Other Liabilities, viz.: Reserved for Taxes	145,446.33
Cash in Banks	34,832,703.68	Accrued Interest	660,629.95
Cash in Vault	8,575,374.55	Secretary's Checks	8,913.31
Accrued Interest	552,286.96		
Total,	$120,354,535.00	Total,	$120,354,535.00

OFFICERS

JAMES N. WALLACE, President.
E. FRANCIS HYDE, Vice-President.
DUDLEY OLCOTT 2d, Vice-President.
BENJAMIN G. MITCHELL, Vice-President.
GEORGE W. DAVISON, Vice-President.
MILTON FERGUSON, Secretary.
FRANK B. SMIDT, Assistant Secretary.
C. P. STALLKNECHT, Asst. Secretary.

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The Investment Registry, Limited, 2 Waterloo Place, London, England (established 1880—invested funds, $150,000,000), is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative propositions entertained. Smallest transactions considered, $200,000; largest, $2,000,000. Only principals or their representatives corresponded with, agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers, and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

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NEW JERSEY TAX EXEMPT SECURITIES

We have prepared a pamphlet including under one cover a list of all steam railroad bonds which are now exempt from taxation in the State of New Jersey. In addition to classifying these securities under the railroad systems to which they belong, we have endeavored to give concisely a description of each individual security. Copies of this pamphlet will be forwarded upon request.

L. von HOFFMANN & CO.

56 Wall Street New York City

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First Mortgages

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5½%

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Manager for Unlisted Security and Municipal Bond Department about to be opened by a house of good standing which has exceptional facilities for securing business in the Middle West, Northern New York and Toronto. Private wire connections. Address in confidence, "Unlisted," Box 158, Times Downtown.

INVESTORS READ

The Wall Street Journal

American Bank Note Company

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Wanted—By bond house, Member of New York Stock Exchange, salesmen for New York City and vicinity. State experience and territory. Replies will be considered confidential. Address Salesmen, P. O. Box 822, N. Y. C.

SAVINGS AND LOAN ASSOCIATIONS

The Franklin Society

A savings institution founded under New York State Banking You can take out a pass book with $1 or for booklet A or 38 Park Row

CIGAR STORES CO. UNDER NEW CONTROL

Former Defendants, 29 in All, in Government Suit Against Tobacco Trust, Sell Their Stock.

PRESIDENT WHELAN GETS ALL

Ryan, Payne, Brady, Duke Widener, and Old Tobacco Trust Cuts Connection with It.

With transfers made yesterday on the books of the United Cigar Stores Company, it became apparent that each of the twenty-nine individual defendants in the Government's closed suit against the Tobacco Trust had disposed of all his holdings in the retail corporation. The same is true of most, if not all, of the large holders of Cigar Stores stock who are also stockholders in the American Tobacco Company. The bulk of this stock has been acquired by George J. Whelan, President of the Cigar Stores Company, and by men associated with him who have no connection with the American Tobacco Company or any of the fragments into which the trust was broken by the decree of the United States Circuit Court. The books of the company were closed on April 1 for the usual quarterly dividend of 2 per cent., and were reopened on Wednesday. Transfers waiting to be recorded showed that the purchases made by Mr. Whelan had reached the point of a complete clean-up, so far as the defendants were concerned, aside from Cigar Stores stock they had sold in the market.

Reports were current a couple of weeks ago that this selling on the part of the controlling spirits in the old American Tobacco Company was due to some action on the part of Attorney General Wickersham, but these were without foundation, so far as any current activities on his part were concerned. In his argument before the Circuit Court last Fall he urged that the defendants be required to dispose of their holdings of Cigar Stores stock, but his views in this regard were not adopted by the court, which left him without power to enforce them. They may have had some influence on the holders of the stock, but none of them has been found who would admit it. They explain it on the ground that Mr. Whelan, who was the originator of the United Cigar Stores business and induced the trust to back him, was desirous of obtaining control of the company, and that the men who formerly dominated the Tobacco Trust were just as willing to part with their interests. To confirm this they point to the fact that all the big holders, whether defendants or not, have sold out.

Those who have thus sold their stock came into possession of it through the disintegration process ordered by the Circuit Court. The American Tobacco Company, as a corporation, owned 60,000 of the 90,010 shares of Cigar Stores stock outstanding. These 60,000 shares were distributed pro rata among the common stockholders of the American Tobacco Company. The twenty-nine individual defendants got in the aggregate 33,886 shares, representing a par value of $3,388,600, or at the present market quotation of $6,097,480. J. B. Duke, who resigned as President of the American Tobacco Company, and went to London to become the head of the British-American Tobacco Company, was among the first to sell his shares, making arrangements for doing so before he sailed. Some others sold in the market, but the bulk of the selling was by private arrangement with Mr. Whelan.

It could not be learned yesterday just how many shares of Cigar Stores stock came to the five principal holders of American Tobacco common. The amount depended on their holdings of American Tobacco common, and the last figures available are those of Aug. 15, 1906, contained in the report of the Commissioner of Corporations. It is known, however, that there had been little change in these figures at the time of the dissolution. Based on these figures the amounts of Cigar Stores stock received by them and now sold out would be approximately as follows: Thomas F. Ryan, 4,320 shares; Oliver H. Payne, 4,920; Anthony N. Brady, 4,920; P. A. B. Widener, 4,860; J. B. Duke, 3,720; total, 22,740.

S. M. Stroock, counsel for the Cigar Stores Company, when asked yesterday if all these stock holdings had been closed out, said:

"George J. Whelan, President of the corporation of United Cigar Stores, has effected the purchase of a large amount of the stock of that company, including all of the shares owned by such of the large holders of the American Tobacco Company stock as were individual defendants in the suit brought by the Government, with the exception of such of the shares as had already been sold by them. The purchase also includes shares of our company held by other large holders of American Tobacco Company stock who were not defendants in the suit.

"I have made careful inquiry to-day, and am satisfied that all of the twenty-nine defendants have now disposed of all shares of stock owned by them in the corporation of United Cigar Stores, and that in addition a large amount of stock received by other holders of American Tobacco Company stock upon the distribution made in accordance with the decree has been disposed of by them by sales in the open market or otherwise, so that neither the American Tobacco Company, nor any of its subsidiaries, nor any of the corporations which were defendants in the suit, nor any of the companies organized pursuant to the decree, nor any of the individual defendants now own any stock of the corporation of United Cigar Stores."

$90,000 FOR Y. W. H. A.

A Gift of $2,500 Just Received and Small Subscription Increase.

The subscriptions to the $250,000 building fund of the Young Women's Hebrew Association, whose whirlwind campaign ends April 25, passed the $90,000 mark yesterday. Subscriptions of $4,728 were reported at a luncheon held yesterday in the campaign headquarters in the old Tiffany Building, 15 Union Square West.

The largest subscription reported was $2,500 given by the children of Mrs. Cecilia Borg in memory of their mother. Mrs. Borg was the widow of Simon Borg. It is the intention of the association to make the dormitory of the new building, north of Central Park in the Seventh Avenue section, largely a memorial building. This dormitory is planned to accommodate 150 girls instead of 18, who are all who can be accommodated in the present building, at Lexington Avenue and 100th Street. Bronze memorial plates have been designed for the rooms.

The large increase in small donations both in number and amount continued yesterday. The workers realize that the temporary halt in the campaign caused by the Titanic disaster means that they will have to redouble their efforts to make the campaign a success. To raise the total amount desired in the time originally planned will require somewhat more than $20,000 to be raised each day.

$70,000 TO JEWISH CHARITIES.

Moses Weinmann Left Many $5,000 Bequests to Societies and Hospitals.

The will of Moses Weinmann, a lawyer, who died April 11, 1912, was filed yesterday in the Surrogates' Court for probate. He left an estate valued in excess of $500,000. He was a member of the law firm of Guggenheimer, Untermyer & Marshall.

Mr. Weinmann bequeathed $70,000 to charities in legacies of $5,000 each. The [illegible]eficiaries are the Mount Sinai Hospital, the Hebrew Orphan Asylum, the [illegible] Sheltering Guardian Society, [illegible]el Hospital, the German Hos[illegible]pensary, the Montefiore Home, [illegible] Aged and Infirm Hebrews, [illegible] Alliance, the Hebrew [illegible]tute, the Hebrew Infant As[illegible] Men's Hebrew Association [illegible] Protectory and Aid Society [illegible]esbyterian and St. Vincent [illegible]

Rachel a[illegible]einmann, sisters, receive the re[illegible]estate, the value of which is no[illegible].

THE OUTSIDE SECURITIES.

Trading in Unlisted Marconi Shares Again Absorbs Interest.

Interest in the Curb market yesterday again centred in the Marconi issues, old and new, and the prospective profits of arbitrage operations between the two issues. Transactions of 5,000 between 170 and 245 were reported in the old stock, with the close at 236. Sales of 20,000 of the new were reported between 13 and 16, the close being at 13⅞, 1⅛ below the opening. The mining list was sluggish and irregular, with a number of fractional declines appearing. There were sales of $300,000 new City 4¼s "when issued" reported from 101¼ down to 100⅞, the close being at 101.

***

Transactions reported yesterday in the outside market, with opening, high, low, and last prices, were as follows:

INDUSTRIALS.

Sales.		Open.	High.	Low.	Last.
950	*Allied Sec. Co.	87	87	85	87
700	Am. Wr. Paper	3⅛	3⅜	3⅛	3⅜
14	Baldwin Locom.	55	55	55	55
1,500	Br.-Am. Tobac.	23¼	23⅜	22⅝	22¾
300	Int. R. Tr. cts.	18½	18⅝	18½	18⅝
658	J. I Case pf.	105	105	103½	103½
120	Lehigh Val. Coal Sales Co.	250	251	249	250
425	Manhat. Tran.	1 15-16	2	1 15-16	2
4	R. J. Reynolds	220	220	219	219
105	M. Rumely Co.	99¾	99¾	99¾	99¾
25	St. Oil (N. J.)	393	393	393	393
160	St. Oil (N. Y.)	402	402	390	390
120	Studebaker Co.	37½	38	37½	38
330	Sulzberger pf.	100	101½	100	101½
54	Un. Cigar Mfg.	59	59	59	59
150	Un. Cigar Stores	181	182	181	181

MINING STOCKS.

Sales.		Open.	High.	Low.	Last.
500	Am. Porc. Gold	33	33	33	33
100	*†Beaver Cons.	45	45	45	45
1,500	Big Four	61	62	61	62
300	Braden Copper	5⅛	5½	5⅜	5⅜
400	Br. Col. Copper	5⅝	5⅝	5⅝	5⅝
8,000	*C. O. D. Cons.	12	13	12	13
1,800	Con. Ariz. Sm.	9-16	⅝	9-16	⅝
1,000	Davis-D. Copper	1⅜	1⅜	1⅜	1⅜
1,000	Dia. Bl. Butte	11	11	11	11
500	Florence	83	85	83	85
800	Giroux Mining	5⅞	5⅞	5¾	5¾
1,800	Greene-Cananea	9¼	9⅜	9⅛	9⅜
1,000	*Greenwater	7	8	7	8
90	Guggen. Explor.	228	230	228	230
700	Insp. Con., w. i.	19¾	19¾	19½	19¾
500	Kerr Lake	2⅞	2⅞	2¾	2¾
500	La Rose Con.	3 11-16	3 11-16	3⅝	3⅝
300	Mason Valley	12⅝	12⅝	12¼	12¼
400	†Nip. Mines Co.	8	8	7⅞	7⅞
700	Ohio Copper	1½	1 9-16	1½	1 9-16
2,000	Pac. Smelters	¼	¼	¼	¼
500	Porcu. Central	5½	5½	5½	5½
800	Porcu. Northern	1 9-16	1 9-16	1½	1 9-16
50	Porcu. Southern	2⅛	2⅛	2⅛	2⅛
200	Silver King Con.	1 1-16	1 1-16	1 1-16	1 1-16
300	S. U. M. & S.	1 1-16	1 1-16	1	1
300	Stewart	1½	1½	1 7-16	1 7-16
3,700	Tonopah Ext	2¼	2 5-16	2 3-16	2 3-16
500	Tularosa	15-16	15-16	15-16	15-16
1,500	*†Wet. S. M.	63	63	62	63

BONDS.

Sales.		Open.	High.	Low.	Last.
$20,000	Chi. El. 5s	98⅝	98½	98⅝	98½
5,000	In. Con. cv. 6s	105¼	105¼	105¼	105¼
2,000	Mason Val. 6s	125	125	125	125
50,000	N. Y. C. 4¼s	101¼	101¼	101¼	101¼
300,000	N.Y.C.4¼s,w.i.	101¼	101¼	100⅞	101

*Sells cents per share. †Ex dividend.

***

	April 18. Bid.	April 18. Asked.	April 17. Bid.	April 17. Asked.
A., G. & W. I.	7½	8½	7½	8½
A., G. & W. I. pf.	15	17	15	17
Am. Light & Trac.	302	305	302	305
Am. Light & Trac. pf	107	109	107	109
Borden's Cond. Milk	124	125½	124	125½
Bord. Cond. Milk pf.	108½	109½	108½	109½
Braden Copper	5⅜	5½	5⅜	5½
British Col. Copper	5⅛	5½	5¼	5½
Con. Rubber Tire	9	10	9	10
Con. Rubber Tire pf.	40	50	40	50
Davis-Daly	1⅜	1⅞	1⅜	1⅞
F. W. Woolworth	77	78	77	78
F. W. Woolworth pf.	111	111½	111	111½
First National Copper	3¼	3½	3¼	3½
Giroux Mining	5⅝	5⅞	5¾	5⅞
Greene-Cananea	9¼	9⅜	9⅛	9⅜
Guggenheim Explor.	226	230	226	228
Inter. Rubber ctfs.	18½	19	17¾	18
J. Kayser	66	68	66	68
J. Kayser pf.	107	..	107	..
Kerr Lake	2¾	2⅞	2⅞	3
La Rose Con.	3⅝	3¾	3⅝	3¾
Lehigh Val. S. Co., w.i.	250	251	246	248
M. Rumely Co.	99½	100	99½	100
Mason Valley	12¼	12½	12¼	12½
Nipissing	7⅞	8	7¾	8
Ray Central	2⅜	2½	2¼	2½
Studebaker Co.	37	39	37	39
Studebaker Co. pf.	97	98	97	98
Tonopah Mining	7⅞	8	7⅞	8⅛
United Cigar Mfrs.	58½	59½	58½	59½
United Cigar Stores	180	182	181	183
U. S. L. & H., new	12	13	12	13
U. S. L. & H., new, pf.	80	85	80	85
West. Pacific 5s	87⅝	88	88	88½
Yukon Gold Mines	3½	3 9-16	3⅝	3¾

STANDARD OIL STOCKS.

Capital.	Company.	Bid.	Asked.
$5,000,000	Anglo-American Oil	15	15¼
5,000,000	Atlantic Refining	440	455
200,000	Borne & Scrymser	175	225
10,000,000	Buckeye Pipe Line	120	130
500,000	Chesebrough Mfg.	650	700
250,000	Colonial Oil	130	160
300,000	Continental Oil	850	950
8,000,000	Crescent Pipe Line	56	62
1,000,000	Cumberland Pipe Line	85	95
5,000,000	Eureka Pipe Line, ex div.	275	290
8,000,000	Galena Signal Oil pf.	135	145
2,000,000	Galena Signal Oil com.	225	235
5,000,000	Indiana Pipe Line	90	100
2,725,575	National Transit	35	38
5,000,000	New York Transit	275	295
4,000,000	Northern Pipe Line	90	105
5,000,000	Ohio Oil	99	102
8,000,000	Prairie Oil and Gas	255	265
500,000	Solar Refining	575	650
10,000,000	Southern Pipe Line	180	190
2,500,000	South Penn. Oil	600	650
3,500,000	S. W. Penn. Pipe Line	130	150
25,000,000	Standard Oil (Cal.)	180	190
30,000,000	Stand. Oil (Ind.,) w. i.	233	237
1,000,000	Stand. Oil (Kan.)	200	225
1,000,000	Stand. Oil (Ky.)	375	425
600,000	*Stand. Oil (Neb.)	175	225
98,885,000	Stand. Oil (N. J.)	390	395
———	Stand. Oil subsid.	480	495
15,000,000	Stand. Oil (N. Y.)	390	400
8,500,000	Stand. Oil (Ohio)	200	230
100,000	Swan & Finch	700	850
12,500,000	Union Tank Lines	45	50
10,500,000	Vacuum Oil, ex rights	142	148
———	Vacuum Oil, warrants	42	48
———	Vacuum Oil, w. i.	142	148
110,000	Washington Oil	20	30
400,000	Waters-Pierce	2,300	2,600

*Ex dividend.

TOBACCO STOCKS.

This list comprises those tobacco stocks not listed on the Stock Exchange:

	April 18. Bid.	April 18. Asked.	April 17. Bid.	April 17. Asked.
British-American	22⅞	23⅛	23	23⅛
Conley Foil	280	285	280	290
Johnson Tinfoil & Met.	165	175	165	175
J. S. Young	170	175	170	175
MacAndrews & Forbes	180	190	180	185
Porto Rico-American	230	240	238	245
R. J. Reynolds	215	220	215	220
United Cigar Stores	180	182	181	183

NO BATTLESHIPS THIS YEAR.

House Naval Committee Provides Only for Minor Vessels.

WASHINGTON, April 18.—The Naval Committee of the House to-day voted against battleships and cruisers as part of this year's addition to the American fleet. The following programme was agreed upon by the committee:

Two fuel ships, $630,000 each; four submarines, $300,000 each; six torpedo boat destroyers, $558,000 each, and a tender for the destroyers.

A direct vote upon the question of building battleships resulted in the defeat of the proposition which has already been turned down by the House Democratic caucus. The proposed naval programme is $5,000,000 less than that of last year. The committee will recommend an appropriation of $700,000 to convert the colliers Vestal and Promethus into repair ships. It will also provide that part of the submarines are to be detailed to the Pacific Coast stations.

DUKE IN DELICATESSEN TRADE

American Tobacco Head's Nephew Acquires Two Shops in Broadway.

Andrew B. Duke, son of B. N. Duke and nephew of James B. Duke, President of the American Tobacco Company, is making an experiment in the delicatessen store business.

Two delicatessen stores, one at Broadway and 157th Street, and the other at 3,415 Broadway, have been acquired by Mr. Duke, and will be operated, beginning on Monday, by the company which Mr. Duke has organized for that purpose.

Mr. Duke calls his enterprise the Standard Pure Food Stores, and recently incorporated it in New Jersey, with a capital of $250,000. His father is out of the city just now, and the young man is being steered through his new venture by Jules S. Bache, banker and broker, of 42 Broadway.

Some of the delicatessen store proprietors who have heard of the formation of the new company expressed fears yesterday that a "delicatessen trust," with American Tobacco Company backing, was being formed to operate a chain of stores like the United Cigar Stores. Mr. Bache, however, said yesterday that this is not the case.

MORE SUBWAYS APPROVED.

Steinway Tunnel to Times Square and Seventh Avenue Line.

The Board of Estimate approved yesterday two of the new subway routes. The first is the extension of the Steinway tunnel along Forty-second Street as far west as Times Square. There it will make connection probably with the present Subway, or with the new Seventh Avenue extension.

The board also approved the construction of a subway along the Seventh Avenue extension and Varick Street route to the Battery. At the request of Borough President McAneny the board put over for one week the consideration of the proposed East River tunnel, starting from Greenwich Street, Trinity Place, and Morris Street, and running under Broadway and Whitehall Street to the foot of Montague Street in Brooklyn. It would continue up that thoroughfare to Court Street, and there connect with one of the routes already validated. It is not yet decided whether this tunnel would be worked into the Interborough or the Brooklyn Rapid Transit portion of the dual subway system, and Mr. McAneny asked the week's delay to give him a chance to study the matter.

CITY CLUB ON SUBWAYS.

Issues Circular Denying That It Opposes Interborough Offer.

The City Club has issued to its members a circular signed by Charles H. Strong, its President, in which it speaks of the "general misconception" of the attitude of the club toward the Interborough Subway offer.

"It has been widely published," it says, "that the club has opposed the offer. This is not the fact."

A general résumé is then given of exactly what was done by the club's committee on transit, which consisted of Henry C. Wright, Chairman; John P. Fox, Homer Folks, John Ihlder, Owen R. Lovejoy, Henry A. Theis, and Walter I. Willis. For several weeks the committee devoted many hours day and night to a consideration of the offer and finally prepared four memoranda criticising certain portions of the subway proposal, from which Walter I. Willis alone of the committee dissented. These memoranda were then forwarded to the Board of Estimate by the Trustees of the club.

Mr. Strong explains that the newspapers were wrong in representing these memoranda as showing that the City Club wished to oppose the Interborough plan, but it is evident that he still considers that it might be amended with advantage. His circular closes with the paragraph:

"Notwithstanding the misunderstanding that has arisen the Board of Trustees believes that the club has performed a distinct public service in its action taken and that a better contract is certain to result therefrom."

New President of Union Dime Bank.

A. P. W. Kinnan has been elected President of the Union Dime Savings Bank to succeed Charles E. Sprague, who died on March 21. Mr. Kinnan has been a member of the real estate firm of J. Romaine Brown & Co. for twenty-five years and Vice President of the Union Dime for fifteen years.

CONSOLIDATED EXCHANGE.

It was a feverish market on the Consolidated Stock Exchange throughout the day, and it was evident that the Titanic disaster was still having a depressing effect upon sentiment. Trading was less active in the late afternoon than earlier in the session, but the total for the entire day came close to Wednesday's record. Sales aggregated 63,000 shares, with fifty-five stocks represented. One of the firms which has been doing an arbitrage business with London reported that it had not been easy to dispose of stocks abroad at the prices cabled from there before the local opening.

Sales.		Open.	High.	Low.	Close.
100	Allis-Chalmers	1⅜	1⅜	1⅜	1⅜
5,150	Amal. Copper	83¾	84⅛	82¾	83¼
180	Am. Beet Sugar	66	66⅜	65⅝	65⅝
710	Am. Can	33½	33⅞	33¼	33½
60	Am. Can pf.	115⅝	115⅞	115⅝	115⅞
60	Am. Car & F.	60	60¼	59⅝	59⅝
10	Am. Cotton Oil	53	53	53	53
60	Am. Ice	24⅜	24⅜	24⅛	24⅛
150	Am. Linseed	16	16⅞	15⅞	16½
160	Am. Linseed pf.	40	40½	40	40⅝
20	Am. Locomotive	43⅜	43⅜	43⅜	43⅜
2,750	Am. Smelting	85⅞	86	84½	84⅞
40	Anaconda Cop.	43⅜	43⅜	43	43
50	A., T. & S. F.	108½	108¾	108¼	108¼
10	Balt. & Ohio	107¾	107¾	107¾	107¾
120	Beth. Steel	37¾	38¼	37¼	38⅛
20	Brooklyn R. T.	82¾	82¾	82¾	82¾
120	Can. Pacific	253¼	253⅞	252½	253½
200	Cent. Leather	26	26⅜	26	26½
70	Ches. & Ohio	80	80¼	80	80⅛
250	C., M. & St. P.	111¼	111¼	110½	110¾
80	Col. Fuel & I.	30⅛	30⅝	30	30
10	Consol. Gas	143⅞	143⅞	143⅞	143⅞
810	Corn Products	16	16⅛	15½	15½
30	Dist. Securities	32	32	32	32
1,030	Erie	37½	37½	36¾	37
20	Gt. North'n pf.	131⅝	131⅝	131½	131½
180	Inter.-Met.	20	20⅛	20	20
60	Inter.-Met. pf.	58¾	58⅞	58¾	58⅞
880	Lehigh Valley	164⅞	165½	164¾	164¾
770	Mo. Pacific	44⅜	44⅜	43	43¼
10	Nat. Lead	58	58	58	58
1,730	N. Y. Central	119⅝	120	118⅞	119½
20	North American	83⅝	83⅝	83⅝	83⅝
250	North'n Pacific	121⅛	121⅝	120¾	121⅛
40	Pennsylvania	125⅜	123⅜	125⅜	125¾
70	Pittsburgh Coal	22	22	21¼	21¼
40	People's Gas	108½	108⅝	108½	108⅝
10,860	Reading	165¾	166¼	164⅞	165¼
20	Rep. Steel	23⅜	23⅜	23⅜	23⅜
790	Rock Island	29¼	29⅞	29	29⅝
50	Rock Island pf.	57⅝	58	57¼	58
140	Southern Pac.	112⅝	112¾	112¼	112¼
30	Southern Ry.	29⅝	29¾	29⅝	29¾
10	South'n Ry. pf.	74¼	74¼	74¼	74¼
60	Tenn. Copper	41⅛	41⅛	41	41
10	Texas Pacific	24½	24½	24½	24½
50	Third Av.	38¼	38¼	37⅞	37⅞
8,880	Union Pacific	172⅝	173	171⅝	172
30	U. S. Rubber	55⅜	55⅜	54⅞	54⅞
26,080	U. S. Steel	71½	71⅞	70⅜	71⅛
50	U. S. Steel pf.	112⅞	112⅞	112⅞	112⅞
450	Utah Copper	64½	64½	63½	64
170	Va.-Car. Chem.	50¼	50¼	49⅞	50
63,000					

BONDS.

Sales.		Open.	High.	Low.	Close.
$1,000	Newark Plas.6s.	100	100	100	100

MINING STOCKS.

Sales.		Open.	High.	Low.	Close.
1,800	Atlanta	.30	.31	.30	.31
400	Belcher	1.00	1.00	1.00	1.00
50	Belmont	10.25	10.25	10.25	10.25
1,000	Blue Bell	.10½	.10½	.10½	.10½
400	Con. Virginia	.69	.69	.68	.68
200	Crown Point	1.00	1.00	1.00	1.00
500	Con. Imperial	.12½	.12½	.12½	.12½
50	Goldfield Con.	4.50	4.50	4.50	4.50
600	Jim Butler	.69	.71	.69	.71
1,400	Jumbo Ext.	.47	.47	.47	.47
2,000	Lone Star	.07	.08	.07	.08
400	Montana	3.22½	3.22½	3.20	3.20
300	Mexican	3.65	3.65	3.65	3.65
200	Ophir	1.40	1.40	1.40	1.40
1,000	Silver Pick	.15½	.15½	.15¼	.15½
300	Tonopah Ext.	2.15	2.15	2.15	2.15
100	Yellow Jacket	1.50	1.50	1.50	1.50
10,700					

COMMODITY MARKETS.

Wheat Higher—Cotton Strong—Coarse Grains Break at Close.

Wheat advanced on further sensational damage reports, which influenced the new crop deliveries, and old crop months were at new high levels on covering of shorts. Corn advanced on cold weather, but broke on importation of Argentine corn, closing at the lowest. Oats after a firm market weakened with other grain. Provisions were firm with light trading. Cotton showed a firm undertone during most of the day on further flood reports, firm spot situation, and encouraging advices from Liverpool. Coffee ruled fairly active and weaker on cheaper Brazilian offers with buying lacking aggressiveness.

WHEAT.

Trading in wheat was of good volume, with new high records made on the old crop deliveries, while new crop deliveries sold within a fraction of the previous high, the whole list reacting late, but closing at an advance of ¼ to 1½c in different markets. The short interest in May wheat bought in all markets. In New York considerable nervousness developed over a report of the demand for red wheat for Lisbon. The morning excitement in new crop deliveries was due to sensational claims of the amount of Winter wheat killed in the Ohio Valley, the total possible abandonment for the entire area being estimated at 3,500,000 to 7,000,000 acres, compared with an average of about 2,600,000 acres. The reports on the conditions in the Central West showed no improvement. Generally reports from hard Winter States are good, although some counties show damage. Weather conditions were favorable in the Northwest. Spring wheat seeding is making good progress. After midday the market suffered sharp reaction, influenced by the weakness in corn. There was a good export business in Manitoba wheat, about 40 loads being reported. Foreign markets were firm and generally higher, although the estimates for the Argentine exports for the week were 5,200,000 bushels, compared with 2,824,000 bushels last year. Argentine advices were of unfavorable weather for the moving of wheat in the country. A sensational estimate was made by a Western house of the possible Winter wheat crop this year, placing is at 380,000,000 bushels, or 50,000,000 bushels less than last year. Cash wheat was firmer with No. 2 red quoted at $1.16¼, free on board; No. 2 hard Winter, $1.23½; No. 1 Northern, $1.21¾, opening of navigation; No. 1 Manitoba, $1.15½.

OTHER GRAINS.

CORN.—Trading in corn was excited all day. Prices were strong early, advancing ⅛ to 1½c from the previous night, with active covering of shorts, but breaking heavily in the afternoon, closing at the low about 2c off the top and at ¼ to ½c net decline. The break was largely due to more favorable weather conditions and reports of increased offers of corn by the country. The market was materially influenced on the afternoon break by the report of the purchase of a cargo of 180,000 bushels. Argentine corn reported early at 74½; later 74c, cost, insurance, freight, New York, which with 15c duty and 1c delivery charge would bring the price to about 90c. American No. 3 corn was quoted at about 85 to 85½c on the afternoon break. With the high prices prevailing for No. 2 corn at the West that grade could not be laid down below the quotation made for Argentine corn. It is understood that the Argentine corn will be manufactured in bond. Export No. 2 corn was quoted at 84½ free on board.

OATS.—The market was strong early, advancing ½ to ⅞c on the reports of cold weather and in sympathy with wheat and corn, but later turned weak, declining 1 to 1¼c, closing at the lowest. Weather conditions were better for field work. Early sown oats were reported up to good stands and there was less demand for cash oats. The close was rather unsettled. Cash oats were quoted, standards and No. 2 white, 64½, elevator; No. 3, 63½.

PROVISIONS.

Provisions were firm, with prices influenced by the steadiness of hogs and moderate receipts, only 78,000 at Western points. Toward the close prices showed a little reaction.

NEW YORK FUTURE MARKET.

	High.	Low.	Close.	Prev. Close.
Wheat—				
May	$1.15½	$1.15	$1.15	$1.14
July	1.12¼	1.11½	1.11⅝	1.11⅛
September	..	..	1.08⅛	1.08
Lard—				
Cash	..	..	10.45@10.55	10.25
May	..	..	10.50@10.60	10.35
July	..	..	10.75@10.85	10.55
September	..	..	10.95@11.05	10.80

CHICAGO FUTURE MARKET.

	High.	Low.	Close.	Prev. Close.
Wheat—				
May	$1.13¼	$1.11½	$1.12¼	$1.11
July	1.07⅜	1.06⅛	1.06⅝	1.06¼
September	1.03¾	1.02⅞	1.03	1.02⅝
Corn—				
May	79⅜	77¼	77⅜	77⅛
July	77⅜	75⅞	75⅞	77⅛
September	76¼	74⅜	74⅜	75⅞
Oats—				
May	58⅜	57¼	57¼	57½
July	55	53⅜	53⅞	54½
September	44	43	43⅛	43⅜
Lard—				
May	10.32½	10.25	10.25	10.25
July	10.52½	10.45	10.45	10.45
September	10.70	10.62½	10.62½	10.65
Ribs—				
May	10.05	9.92½	9.92½	9.97½
July	10.27½	10.15	10.15	10.20
September	10.47½	10.37½	10.40	10.42½
Pork—				
May	18.22½	18.00	18.12½	17.90
July	18.57½	18.37½	18.47½	18.35
September	18.85	18.67½	18.72½	18.62½

COTTONSEED OIL.

Limited offerings during the early part of the session served to bring about advances of from 6 to 8 points, but later a sagging of values occurred. There was little change noted in underlying conditions with the cotton situation and the position of hog products continuing against enthusiasm on the bear side. Crude was higher in sections, quoted at 5.54 in Texas, 5.40 in the Southeast, and 5.47 to 5.54 in the valley. Oleostearine values were again advanced, which was believed to reflect a very liberal compound lard demand. The Census Bureau report showed 4,419,000 tons of seed crushed or to be crushed, comparing with 4,106,000 tons crushed last year, when there were about 38 gallons of oil received from each ton, or 168,000,000 gallons. Incidentally it was generally admitted that refining losses this season will average from 1½ to 2 per cent. over those of last season, which, of course, will tend to bring down the excess refined oil received from the 1911-12 cotton crop, as compared with that of the 1910-11 crop.

	High.	Low.	Close.	Prev. Close.
Spot	..	..	6.47	6.40
April	..	..	6.45	6.40
May	6.49	6.47	6.47	6.44
June	6.54	6.54	6.53	6.49
July	6.63	6.59	6.57	6.55
August	..	..	6.60	6.60
September	6.70	6.66	6.66	6.62
October	6.61	6.59	6.58	6.55
November	6.34	6.33	6.30	6.31

COTTON.

With forecast of generally fair conditions over night in the eastern belt, there was less enthusiasm manifested among bulls during the day, but it is still apparent that until at least a few days of seasonable weather conditions are in sight profit taking by previous buyers will furnish the bulk of the pressure. The bearish prediction yesterday was partially offset by unsettled conditions expected in the Western States, while the overflow in Mississippi, with the reports that other levees were in danger of breaking, inspired a good demand at times. Higher records were again made during the day, but on the upturn there was free selling by Southern interests, which purchased early, thus confining the gains of the session to small proportions.

The Liverpool market continues encouraging to believers of higher levels, with spot sales there of 14,000 bales, and futures a few points higher than had been anticipated. The cables influenced the near positions of the local market at the opening, with gains of from 3 to 5 points, but other deliveries showed small recessions at the start, rallying almost immediately, however, with the appearance of liberal buying orders from Memphis in particular. This was doubtless on the flood news, as accompanying buying orders were reports that there were probably 300,000 acres of rich cotton land inundated. The selling on the bulge, however, made it evident to some that several of the early buyers were merely scalping on the long side. Foreign profit taking was also observed at the higher levels.

Reactionary sentiment is noticeably gaining ground, but seemingly the greater part of this is based upon the recent advance and the supposition that a change to clear and warm weather over the South would only be natural following the unsatisfactory and abnormally heavy precipitation experienced the last few weeks. There are still many interests extremely bullish, these people asserting that unless climatic conditions are perfect their effect will only be momentary, while in the meantime the spot situation is a sustaining influence. Several of the larger Southern markets yesterday were ⅛c higher. The New York spot market was .05c advance, with middling 11.85c. Estimates on the into-sight showing for to-day pointed to figures about 40,000 bales under last week, so that with the continuation of optimistic trade advices, which are being emphasized by the spinners' takings from week to week, moderately bullish weekly figures are being looked for.

	High.	Low.	Closing Bid. Asked.	Prev. Close.
April	..	..	11.35@11.40	11.29
May	11.50	11.34	11.45@11.46	11.39
June	11.50	11.45	11.49@11.51	11.41
July	11.63	11.48	11.59@11.60	11.51
August	11.65	11.52	11.60@11.62	11.54
September	11.65	11.54	11.60@11.62	11.55
October	11.73	11.58	11.67@11.68	11.61
November	11.73	11.59	11.69@11.71	11.63
December	11.80	11.63	11.73@11.74	11.68
January	11.79	11.60	11.70@11.71	11.66
February	11.70	11.70	11.70@11.71	11.66
March	11.84	11.69	11.78@11.79	11.75

COFFEE.

Coffee sold quite freely, closing barely steady at a net decline of 12 to 14 points. Total sales were 62,500 bags. Havre declined ⅝f. and Hamburg was ¼ to ½ pfennig lower. Rio and Santos were unchanged, but cost and freight offers were weaker, with declines of 10 to 25 points. Santos 4s were offered at 15⅝c; 5s at 15.45, and 6s at 15.05, all fairly well described. Receipts at Brazilian points were fairly liberal.

Spot coffee, 14⅝c for Rio No. 7.

Contract prices follow:

	High.	Low.	Close.	Prev. Close.
April	..	..	13.78@13.80	13.92
May	13.95	13.83	13.85@13.86	13.99
June	..	..	13.88@13.90	14.03
July	14.03	13.92	13.92@13.93	14.08
August	..	..	13.96@13.98	14.12
September	14.13	14.01	14.01@14.02	14.16
October	..	..	13.98@13.99	14.13
November	..	..	13.96@13.98	14.09
December	14.02	13.95	13.94@13.96	14.06
January	..	..	13.92@13.93	14.05
February	..	..	13.92@13.93	14.05
March	14.00	13.92	13.92@13.93	14.05

COUNTRY PRODUCE MARKETS.

BUTTER.—Creamery, specials, pound, 31c; extras, 30½c; firsts, 29½@30c; seconds, 28½@29c; thirds, 27@28c; State dairy, tubs, finest, 30@30½c; good to prime, 28@29c; common to fair, 24@27c; process, specials, 27@27½c; extras, 26½c; firsts, 25½@26c; seconds, 24@25c; factory, current make, firsts, 25½c; seconds, 24½c; thirds, 22@23½c; packing stock, current make, No. 2, 23½@24c; No. 3, 21@23c.

CHEESE.—State, whole milk, current make, white, specials, 18c; colored, 17¾@18c; white, average fancy, 17½c; colored, 17½c; undergrades, 17@17¼c; State, skims, current make, white, specials, 13c; colored, 13@13½c; choice, 12@12½c; fair, 10½@11½c; undergrades, 7½@10c; full skims, 4@5c.

EGGS.—Fresh gathered, extras, dozen, 22c; firsts, storage packed, 21@21½c; first, regular packed, Northerly, 19¾@20½c; Southerly, 19¼@19¾c; seconds, 18½@19c; dirties, 18½@18¾c; checks, 15@17½c; duck eggs, Baltimore, 24@25c; Western, 19@23c; Kentucky and Tennessee, 18@22c; far Southern, 18@20c; goose eggs, 25@35c; State, Pennsylvania, and near by, hennery whites, fancy, large, new laid, 23c; State, Pennsylvania, and near by, selected whites, fair to good, 22@22½c; Western, gathered whites, 21@22c; State, Pennsylvania, and near by, hennery browns, 21½c; gathered brown and mixed 20@20½c.

$1,558,000

Chicago, Indianapolis & Louisville Railway Co

"MONON ROUTE"

Refunding (Now First) Mortgage 5% Gold Bonds
Series "B"

Dated July 1, 1897 — Due July 1, 1947

Interest payable January 1 and July 1

Coupon Bonds in $1,000 denomination — Principal may be registered

Authorized and Issued $15,000,000, of which amount $4,700,000, known as Series "A," bear interest at the rate of 6% per annum; $5,000,000, Series "B," at 5%; and the balance, $5,300,000, Series "C," at 4%.

CENTRAL TRUST COMPANY, OF NEW YORK, TRUSTEE

Listed on the New York Stock Exchange

The bonds now offered constitute the total balance of this issue formerly held in the treasury of the Company, and the proceeds from their sale will be used for the purchase of additional new equipment.

We summarize the following facts concerning the issue:

(1) **These bonds are secured by a closed, first and only mortgage on the entire railroad owned by the Company, aggregating 508.79 miles, at the rate of less than $29,500 per mile.**

(2) The mortgaged property consists of a line extending from New Albany, Ind., opposite Louisville, Ky., where connection is made with the Louisville & Nashville and Southern Railway, to Hammond, Ind., and Michigan City, Ind., together with the line from Indianapolis to Monon, connecting with the north and south main line. Entrance to Chicago from Hammond, Ind., is obtained over the tracks of the Chicago & Western Indiana Railroad, in which the Company has an equal proprietary interest with four other railroads.

(3) **The Company is controlled jointly by the Louisville & Nashville Railroad Company and the Southern Railway Company,** which own about 87% of the capital stock, and have deposited it under their joint "Monon" Collateral Trust 4% Bonds of 1952.

(4) In addition to ample regular maintenance, during the past four years the Company has expended out of income $1,152,122 on permanent improvements to the property.

(5) Earnings for the last fiscal year, after deducting all other fixed charges, were equivalent to nearly twice the interest on the funded debt.

(6) In addition to dividends paid on both classes of stock, the Company has accumulated a Profit and Loss Surplus, which, on June 30, 1911, amounted to $5,463,261, or considerably more than one-third of its total bonded indebtedness.

PRICE 110½ AND INTEREST YIELDING MORE THAN 4.40 PER CENT

White, Weld & Co. 5 Nassau Street NEW YORK — The Rookery CHICAGO — **Potter, Choate & Prentice** 55 Wall Street NEW YORK

Corner Banking Room

For Rent from May 1st

115 BROADWAY

Recently Occupied by the

MANHATTAN TRUST COMPANY

About 4,200 Square Feet of Ground Floor and Basement Space. Complete with Vault and Fixtures.

Apply to Agent of Building, your own broker, or **Horace S. Ely & Co., 21 Liberty Street.**

To all Holders of Convertible Four Per Cent. (4%) Redeemable Gold Bonds of The Western Union Telegraph Company.

Notice is hereby given to all holders of the convertible four per cent. (4%) redeemable gold bonds of The Western Union Telegraph Company, issued under and pursuant to and secured by the trust agreement made by said The Western Union Telegraph Company, with the Bowling Green Trust Company as Trustee, dated November 26th, 1906, that The Western Union Telegraph Company, by action duly had by its board of directors, has declared its intention to and will pay off, cancel and redeem the whole amount of the bonds issued under and secured by said trust agreement, pursuant to the power and authority so to do contained therein; that the date fixed for said payment and cancellation and redemption is May first (1st), 1912, upon or prior to which date The Western Union Telegraph Company will deposit with the Equitable Trust Company of New York, New York City, as successor Trustee to the Bowling Green Trust Company, named as Trustee in said trust agreement, a sum sufficient to pay the principal of all of said bonds, five per cent. (5%) premium thereon, and the interest accrued thereon to May first (1st), 1912; that said Equitable Trust Company of New York, on said date, and thereafter as presented, will pay the principal of said bonds, five per cent. (5%) premium thereon, and the accrued interest to said date to the holders of said bonds respectively.

That said bonds will cease to bear interest after May first (1st), 1912, and that it is the intention of The Western Union Telegraph Company upon making such deposit and after said date, to have said trust agreement dated November 26th, 1906, cancelled and discharged by said trustee.

The Western Union Telegraph Company.
By THEO. N. VAIL, President.

New York, January 22, 1912.

BONDS OF THE CITY OF LONG BRANCH.

Notice of Bonds Called for Redemption.

The Sinking Fund Commissioners of the City of Long Branch having in their possession cash for the redemption of fourteen (14) of the bonds issued by the Long Branch Police, Sanitary and Improvement Commission, dated June 1, 1893, known as the "Commission Paving Improvement Bonds," of One Thousand Dollars each and it being expressed in the condition of each bond that the same may be redeemed at any time after June 1, 1898, by giving six months notice of the proposed redemption:

Notice is hereby given that the bonds distinguished by the numbers 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, and 70 are hereby called for redemption.

The holders of the said bonds, numbered as aforesaid, are required to present same with all unmatured coupons attached, at the office of the City Treasurer in City Hall, Long Branch, New Jersey, on December 1, 1912, at which time and place the same will be paid.

After December 1, 1912, the bonds numbered as aforesaid, will cease to bear interest.

Dated, April 1, 1912.

CITY OF LONG BRANCH,
By HENRY JOLINE, Acting Mayor.

Attest: BRYANT B. NEWCOMB, City Clerk.

NOTICE OF REDEMPTION.

LALANCE & GROSJEAN MANUFACTURING COMPANY SIX PER CENT. BONDS.

DUE MAY 1, 1927.

The Brooklyn Trust Company of Brooklyn, N. Y., hereby gives notice, in accordance with the terms of the mortgage made by the above-named Company, that fifteen (15) Bonds of the Lalance & Grosjean Manufacturing Company have been duly drawn for redemption, in accordance with the terms of the mortgage, numbered as follows:

130	175	220	265	413
145	179	250	275	428
148	198	251	336	465

The bonds will be redeemed at 105 and accrued interest, at the office of the Brooklyn Trust Company, Trustee, 177 Montague Street, Brooklyn, N. Y., on or after May 1, 1912, from which date interest will cease.

BROOKLYN TRUST COMPANY, Trustee.
Dated Brooklyn, N. Y., April 19, 1912.

PITTSBURG AND ERIE COAL CO.

First Mortgage 20-Year 4½% Sinking Fund Gold Bonds.

Notice is hereby given, pursuant to the terms of the Mortgage, dated May 1st, 1905, that the undersigned, as Trustee, will receive sealed proposals up to three o'clock on the 29th day of April, 1912, for the sale to it of bonds as above described sufficient to use the sum of $13,387.03. The right is reserved to reject any or all tenders.

THE NEW YORK TRUST COMPANY,
by H. W. MORSE, Secretary.

Dated New York, April 17th, 1912.

Pacific Gas and Electric Company Debenture Mortgage Thirty-Year Six Per Cent. Gold Bonds, Secured by an Indenture dated December 15, 1907, Made to The Trust Company of America, Trustee.

Notice of Election to Pay and Redeem.

TO ALL HOLDERS OF THE ABOVE BONDS: Pacific Gas and Electric Company (a corporation existing under the laws of the State of California) has elected to pay and redeem the entire issue of its debenture mortgage thirty-year six per cent. gold bonds (being an issue of bonds of said company secured by an indenture dated December 15, 1907, made by said company to The Trust Company of America, Trustee) at their face value and the accrued interest thereon, such right of redemption having been expressly reserved upon the face of each of said bonds and in said indenture; and said Pacific Gas and Electric Company hereby gives notice that it will on the 15th day of June, 1912, (said day being an interest payment day and having been fixed for such redemption by the Board of Directors of said company), at the office of The Equitable Trust Company of New York, (into which said The Trust Company of America has been merged), in the Borough of Manhattan, City of New York, redeem all of said bonds, and all outstanding matured coupons, including the coupon to mature June 15, 1912, at their face value respectively, and that the principal of all of said bonds then outstanding together with the interest then due thereon will become due and payable on said 15th day of June, 1912, at the said office of said The Equitable Trust Company of New York. Pacific Gas and Electric Company requires that on said 15th day of June, 1912, or as soon thereafter as may be, said bonds, together with all unmatured coupons thereto belonging, be presented for redemption upon the terms aforesaid, at said office of said The Equitable Trust Company of New York. Interest on all and every of said bonds will cease to accrue on said 15th day of June, 1912. All unpaid matured coupons belonging to any of said bonds, including the coupons maturing on said 15th day of June, 1912, will be paid upon presentation and surrender thereof at the office of said The Equitable Trust Company of New York.

PACIFIC GAS AND ELECTRIC COMPANY,
By A. F. HOCKENBEAMER, Treasurer.

DISSOLUTION NOTICES.

DISSOLUTION NOTICE.—THE FIRM OF KOOPMAN & CO. has this day been dissolved by mutual agreement. Joel Koopman will collect the accounts due the Boston store and pay the debts of the Boston store. Henry Koopman will collect the accounts due the New York store and pay the debts of the New York store.

JOEL KOOPMAN,
HENRY KOOPMAN,
KAREL KOOPMAN.

Dated March 16, 1912.

SPECIAL NOTICE.

The New York business of Koopman & Co. will be continued under the firm name of H. KOOPMAN & SON.

HENRY KOOPMAN,
JOSEPH KOOPMAN.

16 East 46th St.

COPARTNERSHIP NOTICES.

NOTICE IS HEREBY GIVEN that the partnership lately subsisting between NATHAN WOLFF, JOHN P. MELHADO, and LEO SANDERS of New York City, under the firm name of N. WOLFF & COMPANY, expired on the first day of April, 1912, by mutual consent and limitation. All debts owing to the said partnership are to be received by said NATHAN WOLFF and all demands on the said partnership are to be presented to him for payment.

NATHAN WOLFF,
JOHN P. MELHADO,
LEO SANDERS.

Dated, New York, April 9th, 1912.

MEETINGS AND ELECTIONS.

To the Shareholders of The National Nassau Bank of New York:

Notice is hereby given that the Board of Directors of THE NATIONAL NASSAU BANK OF NEW YORK have called a special meeting of the shareholders, to be held on Monday, April 22d, 1912, from eleven o'clock A. M. to 12 o'clock M., to vote upon the following propositions:

(a) To increase the capital stock from five hundred thousand ($500,000) dollars to one million ($1,000,000) dollars.

(b) To increase the par value of the present stock from fifty ($50) dollars to one hundred ($100) dollars.

Upon such increase of capital it is proposed to issue new stock at one hundred and fifty ($150) dollars per share to shareholders of record at the close of business April 19th, 1912, to the amount of one hundred per cent. of the par value of their present holdings. Each holder of two shares of the present stock (par value $50) will be entitled to subscribe for one share of the new stock (par value $100) at one hundred and fifty ($150) dollars per share, payment to be made on or before the 15th day of May, 1912. For the purpose of this meeting the books will be closed from the 19th to the 23d day of April, 1912.

EDWARD EARL, President.

Nevada-Utah Mines & Smelters Corporation

Modified Plan of Readjustment Dated February 26, 1912.

IMPORTANT NOTICE.

A sufficient number of stockholders in our judgment having joined the Modified Plan of Readjustment, notice is hereby given that we shall proceed to act under and in accordance with said Modified Plan. We understand, however, that a number of stockholders have been awaiting word as to the situation and in order that these may have an opportunity to join the Modified Plan, the time within which deposits of stock, subscription agreements, and cheques for the first payment may be made with the Columbia Trust Company is hereby extended to April 30, 1912. Subscription Agreements that are mailed, with stock and cheques for the first payment, to the Columbia Trust Company on or before April 30, 1912, will be accepted, irrespective of the date of receipt thereof by the Trust Company.

We may add that the Stockholders' Committee, of which the late Mr. S. F. Sullivan was Chairman, has adopted our Modified Plan and recommends its acceptance by all stockholders.

April 8th, 1912.

TRIPPE & COMPANY,
Syndicate Managers,
25 Broad Street, New York City.

HAVANA ELECTRIC RAILWAY COMPANY

COMPANIA de GAS y ELECTRICIDAD de la HABANA

To the Holders of

Havana Electric Railway Company Common Stock;

Havana Electric Railway Company Preferred Stock;

Compania de Gas y Electricidad de la Habana Stock.

A large majority of each class of the above stocks having been deposited under the Plan of Amalgamation dated MARCH 8TH, 1912, the said Plan is hereby declared operative.

In order to enable Stockholders who have not yet deposited their stock to participate in the Plan, the time for the deposit of certificates of stock with the Depositaries mentioned in said Plan is hereby extended to the **22nd DAY OF APRIL, 1912,** after which date no stock will be received except with the express consent of the Managers and upon such terms and conditions as they may impose.

Dated April 5th, 1912.

SPEYER & CO.,
Managers.

MEETINGS AND ELECTIONS.

Office of THE MICHIGAN CENTRAL RAILROAD COMPANY.

Detroit, Mich., April 2d, 1912.

NOTICE IS HEREBY GIVEN that the Annual Meeting of the Stockholders of The Michigan Central Railroad Company will be held at the principal office of the company in the City of Detroit, Michigan, on the FIRST THURSDAY AFTER THE FIRST WEDNESDAY (being the 2d day) of MAY, 1912, at 10 o'clock A. M., for the purpose of electing Directors and to authorize the guaranty by that company of the principal and interest of consolidated mortgage bonds of The Canada Southern Railway Company to the aggregate amount of not exceeding $40,000,000 provided for in the lease of the Canada Southern Railway to The Michigan Central Railroad Company, dated August 15th, 1903, of which $22,500,000 are proposed to be presently issued and guaranteed for the purpose of refunding the first and second mortgage bonds of The Canada Southern Railway Company (amounting to $20,000,000) which mature January 1st, 1913, and March 1st, 1913, respectively, and to cover the cost of improvements made and to be made to its property; to authorize The Michigan Central Railroad Company to join in The Canada Southern Railway Company's mortgage to secure said consolidated bonds so as to cover its leasehold interest in that property, and also for the transaction of such other business as may be brought before the meeting.

The Poll will be opened at 10 o'clock A. M., and closed at 10:30 o'clock A. M.

By order of the Board of Directors.
DWIGHT W. PARDEE, Secretary.

The Kansas City Southern Railway Co.

NOTICE OF STOCKHOLDERS' MEETING.

The annual meeting of the Stockholders of The Kansas City Southern Railway Company will be held at the office of the Company, in the Thayer Building, northwest corner of Broadway and Ninth Street, Kansas City, Missouri, on Tuesday, May 14, 1912, at the hour of 9:00 o'clock A. M., Standard Time, for the election of Directors and the transaction of such other business as may properly come before the meeting.

As provided by the By-Laws of the Company, the books for the transfer of the Preferred and Common Stocks will be closed for the said meeting at 3:00 o'clock P. M., April 30, 1912, and reopened at 10:00 o'clock A. M., May 20, 1912.

By order of the Executive Committee.
J. A. EDSON, President.
G. C. HAND, Secretary.

Dated April 2, 1912.

TO THE CREDITORS OF THE AMERICAN CONTRACT & FINANCE CO.:

You will please take notice that a general meeting of the creditors of the American Contract and Finance Company has been called by the undersigned to be held at the office of Messrs. Alexander, Watriss & Polk, Room 905, No. 32 Nassau Street, on the 9th day of May, 1912, at 10 o'clock A. M.

Dated N. Y. City, Feb. 29th, 1912.

JAMES S. McDONOGH, Permanent Receiver of The American Contract and Finance Company.

ALEXANDER, WATRISS & POLK, Attorneys for Permanent Receiver, Office and Post Office Address, No. 32 Nassau Street, Borough of Manhattan, City of New York.

THE REAL ESTATE FIELD

W. R. Grace & Co. Acquire Additional Property on Water Street—Investors Buy Loft Buildings—An Active Bronx and Suburban Market.

W. R. Grace & Co., who recently acquired the block front on Old Slip between Water and Pearl Streets, for a new building, enlarged their holdings at that point yesterday by buying the property at 62 to 66 Water Street, in the auction room, for $72,000. It was sold by Joseph P. Day for the estate of Stephen H. Fotterall. It is covered with two old commercial structures, and adjoins the Water Street frontage previously bought. The plot just acquired has a frontage of 56.1 feet on Water Street by 73.2 deep, giving a combined Water Street frontage of 113.4 feet. The Old Slip frontage bought a few days ago is 146 feet and 57.8 on Pearl Street. J. P. Fitzsimmons was the bidder for the Water Street plot, acting for the Grace firm.

Buys Park Avenue Corner for Residence.

As a result of the recent sale made by Worthington Whitehouse of six old dwellings on the northeast corner of Park Avenue and Sixty-ninth Street, another magnificent residence will soon be added to the upper part of that thoroughfare, which has been so highly improved within the last two or three years. The buyer who signed the contract is H. A. Rogers, but it was admitted that he is acting for the real owner, whose name the brokers decline to divulge at this time.

Plans are being prepared for a large house which will be erected at once. The plot is directly opposite the site of the old Union Theological Seminary, the Park Avenue front of which has been sold to Arthur Curtiss James and George Blumenthal, the latter having the Seventieth Street half of the block, and preliminary work has been started there for one of the finest residences in the Lenox Hill district, from plans by Trowbridge & Livingston.

The plot acquired by the new owner has a frontage on the avenue of 80.5 feet, and 125 feet on Sixty-ninth Street. The corner house, 101 East Sixty-ninth Street, was bought from Mary H. Smith, who purchased it in 1885 from Ashbel H. Barney for $40,000. The adjoining houses, 103 and 105 East Sixty-ninth Street, were bought from Mary E. Sloane, and the three Park Avenue houses, 703, 705, and 707, were acquired from the Barney estate. The estate at one time owned the entire Park Avenue block front, and the recent sale disposes of all but two houses of the Barney holdings.

Arthur Milbank about a month ago bought the house at 107 East Sixty-ninth Street, which immediately adjoins the plot to be improved.

Business Deal Near Fourth Avenue.

John H. Berry has sold to a client for the Brunswick Realty Company the Camera office building, 122 and 124 East Twenty-fifth Street, near Fourth Avenue, in the vicinity of the new building to be erected by Philip Braender on the south side of Twenty-fifth Street and the new building in course of construction by the Armory Holding Company, comprising the entire block front on the east side of Fourth Avenue, between Twenty-fifth and Twenty-sixth Streets.

Investors Buy Loft Buildings.

The Charles F. Noyes Company has sold to a client of Charles B. Van Valen for Samuel T. Carter, Jr., Trustee, the property 16 Monroe Street, a six and one-half story loft building covering lot 25 by 49, between Catharine and Market Streets. The purchaser will extensively remodel the building. Mr. Van Valen has been buying extensively through the same district for the past twelve months.

The estates of Max Danziger and William Hyams have sold 444 Broadway, running through to 10 and 12 Crosby Street. The property consists of a five-story loft building, covering a plot of about three lots, having frontages of 25 feet on Broadway, 50.1 feet on Crosby Street, with a depth of 200.6 feet. The property was to have been offered at auction yesterday by Joseph P. Day.

Hudson Companies Increases Its Holdings.

The Hudson Companies, a subsidiary of the Hudson & Manhattan Railroad Company, has increased its holdings by the purchase of 46 Cortlandt Street from Augusta G. Southack. The company's holdings in the westerly end of the block now include 42 to 46 Cortlandt Street, 49 to 55 Dey Street, and 177 and 181 Greenwich Street. There are still four parcels in the block owned by other interests.

Harlem Apartments Bring $225,500.

The Arcadia and Abelard apartments, two six-story structures at the junction of Seventh and St. Nicholas Avenues and 115th Street, were purchased at auction yesterday by Herman Stearns for $225,500. The property fronts 151.4 feet on Seventh Avenue, 177.7 feet on St. Nicholas Avenue, and 15.9 feet on 115th Street. Mr. Stearns buys for investment. Joseph P. Day was the auctioneer.

The Private Dwelling Market.

Edwin Goodwin has purchased 320 West Seventy-first Street, a three-story and basement dwelling on a lot 17.6 by 100.5. The property was scheduled to be sold at auction by Joseph P. Day on April 25.

Another Bronx Theatre.

Negotiations are reported pending for the leasing of the site at 432 to 442 East 149th Street, extending through to 148th Street, for the erection of a theatre by George M. Cohan and Samuel Harris. The site is just east of the Subway and "L" stations, and the house is to cost about $200,000.

The property has a frontage of 90 feet on 149th Street and 100 feet on 148th Street, being about 210 feet in depth, and containing several old brick and frame stables. Ownership to the site stands in the name of Frederick Schnaufer.

The lease is for three periods of twenty-one years each, the rental aggregating about $700,000.

Bronx Sales.

Frank X. Meyer has sold to an investor, through Laumeister & Co., 416 and 420 East 161st Street, three-story tenements, with store; also the plot 50 by 100 on the north side of Third Street, 100 feet east of Olmstead Avenue. The same brokers have also sold a lot 25 by 100 on the east side of Eastchester Road, 127 feet south of Rhinelander Avenue; also for the Teasdale Realty Company to a builder for improvement, a plot 100 by 100 on the west side of Wallace Avenue, south of Bearswamp Road; also for Charles Laumeister, a plot 75 by 100 on the south side of Greene Avenue, 175 feet east of Mayflower Avenue.

John Rotano has sold the vacant plot, 100 by 100, at the southwest corner of Richardson Avenue and East 241st Street.

Brooklyn Sales.

E. A. Kenter has sold for Mrs. Augusta Liebrand the three-family brick flat 359 Himrod Street to Mrs. Therese Van Hasselin, and for Mrs. Anna Detjen the three-family frame flat 132 Linden Street to Mrs. Clara M. Anderson.

Burrill Brothers sold for William E. Hughes 466 Ninth Street, a three-story and basement dwelling, on lot 20 by 100, between Seventh and Eighth Avenues, to H. J. Wright.

Studwell & Burkhardt have sold 227 Jefferson Avenue, between Nostrand and Marcy Avenues, for Clarence Earl to Mrs. E. Beam, in conjunction with Frank H. Tyler; 312 Lexington Avenue, between Nostrand and Marcy Avenues, a two-story, one-family frame, for Miss E. Johnson to Martin D. Walch; 472 Greene Avenue, between Nostrand and Bedford Avenues, a three-story and basement brownstone dwelling, for Mrs. Russell to Mr. Reeve.

Long Island Sales.

E. Sharum sold to a client twelve lots on Greenbridge Avenue and Croyden Place, Jamaica.

The Fire Island Beach Development Company reports the following sales at Saltaire: A plot on the east side of West Walk to Miss Martha K. Monaghan; a plot on the west side of Surf Walk to Miss Louise T. Monaghan; a plot on the southerly side of Ocean Promenade to H. L. and D. B. De Milt; a plot on the east side of Marine Walk to Albert Bohm; a plot on the west side of Surf Walk to Mrs. Susan Wigley; a plot on the west side of Surf Walk and a plot on the east side of Surf Walk to Charles E. Kirkup; a plot on the east side of Surf Walk to John A. Hiddink, and a plot on the east side of West Walk to Edgar F. Van Sicklen.

Secures Title to 116 Madison Avenue.

Title to 116 Madison Avenue passed yesterday from Sarah T. Adams to Lee Holstein. This property is situated at the southwest corner of Madison Avenue and Thirtieth Street, with a frontage on Madison Avenue of 24 feet 9 inches and on Thirtieth Street of 95 feet. The property immediately upon the south was purchased a short time ago by Lee Holstein from the United States Realty and Improvement Company.

The latter property, known as 112 and 114 Madison Avenue, consisting of two lots, has a frontage on Madison Avenue of 49.4 by 95 feet deep. With the corner acquired yesterday the frontage on Madison Avenue is 74.1. A twelve-story fireproof loft building will be immediately erected upon this entire site, the buildings now thereon being in the course of destruction. Emanuel van Dernoot was the attorney for the purchaser in both transactions.

Leases.

The Ruland & Whiting Company has leased the store and basement of 115 Nassau Street to Isaac M. Leichtag, and the store, basement, and subbasement of 12 Duane Street to Michael Iorio.

Leonard J. Muhlfelder has leased for the Mitchell Vance Company 10,000 feet at 836 and 838 Broadway to the Imperial Clothing Specialty Company.

The John J. Fleming Company has leased for the Brandon estate the Brandon Inn, Greenwood Lake, N. Y., to F. H. Davis of Brooklyn, N. Y.

The Cross & Brown Company has leased for Best & Co. the store and basement at 60 West Twenty-third Street, running through to 49 West Twenty-second Street to Frank C. Gevin.

H. C. Senior & Co. have leased for William Busch the four-story and basement dwelling 118 West Sixty-fourth Street to A. M. Morton.

Samuel H. Martin has leased for the Society of the Immaculate Conception the four-story and basement dwelling 140 West Sixty-fifth Street.

Senior & Stout, Inc., have leased for Mary A. Early the three-story dwelling 77 West Forty-seventh Street to Thomas T. and Sarah Cully; also, for Von Bermuth, the four-story dwelling 130 West Sixty-fourth Street to Edna Arnold; also the four-story dwelling at 64 West Sixty-eighth Street for M. Herrmann to Mrs. Prescott.

Country Dwellings Leased.

Pease & Elliman have leased for M. H. Schultze his country seat at Locust Valley, L. I., to a client for the season. This estate is one of the finest and costliest on the north shore of Long Island and comprises about seventeen acres; also, for Dr. E. Livingston Hunt, the house recently purchased by him from W. E. Leavitt, at Lawrence Beach, L. I., to José V. Onativia, Jr.

The Lewis H. May Company has leased the following: At Far Rockaway, L. I., for Catherine Barry, a cottage on Prospect Avenue to Edward K. Kern; for Thomas Mimnaugh a cottage on Sheridan Boulevard to George and Herman Weinberger; for Edward B. Corey the cottage Rosedale, on Ocean Avenue, to I. Harby Plough.

The A. E. Karelsen Agency has leased for Charles Sellitz to H. D. Baker a cottage on the west side of Neptune Avenue at Edgemere, L. I.

Plans for Hotel and Studio.

Plans have also been filed for the construction of a twelve-story apartment hotel and studio on the south side of Fifty-ninth Street, 245 feet east of Sixth Avenue, for Albert I. Sire. It will have a façade of marble and terra cotta in the Gothic style of architecture, with a frontage of 25 feet and a depth of 86.11 feet, and will be known as the Fifty-ninth Street Hotel. The studio will be located at the twelfth floor, and there will be two apartments on each floor. It will be equipped with two elevators, and according to the estimate of the architects, Rouse & Goldstone, will cost $150,000.

Savings and Loan Meeting.

The annual meeting of the Metropolitan League of Savings and Loan Associations will occur this evening in the Astor House. Officers and trustees are to be elected and a review of the year's work of the league will be presented, besides information regarding the progress of the forward movement among savings associations in this part of the State.

$400,000 East Harlem Factory.

Plans have been filed for the construction of a ten-story fireproof meter and stove repair shop for the Standard Gas Light Company, as lessee, on the east side of First Avenue from 110th to 111th Street. It will have a frontage of 201.10 feet and a depth of 107 feet on each street. The Consolidated Gas Company of New York is the owner of record. The architect, W. Cullin Morris, has estimated the cost at $400,000.

Chicago Real Estate Active.

Real estate and building transactions in Chicago last week made the following comparisons:

	Transfers.	Permits.	Mortgages.
Number ...	805	137	571
Year ago ...	821	177	624
Amount ...	$5,862,511	$1,896,300	$2,931,300
Year ago...	2,251,072	1,282,800	2,379,400

Notes.

The Charles F. Noyes Company announces that the cost of the Hilliard Building addition at 4-6 Dutch Street, now being erected, and which will be occupied exclusively by the Commercial Union Assurance Company, will be approximately $100,000. Originally it was planned to erect a three-story addition, but the plans have been changed and a four-story building is being erected. The building will be used exclusively by the Commercial Union, subject to an aggregate rental of about $500,000.

S. Morrill Banner is the purchaser of the dwelling 25 West Seventy-fourth Street, sold by L. J. Phillips & Co. for Elida Clark. Mr. Banner owns and occupies No. 10, opposite.

Results at Auction.

Yesterday's offerings in the Real Estate Salesroom, 14 and 16 Vesey Street, resulted as follows:

By Joseph P. Day.

Broadway, 444, e s, 121.10 ft n of Howard St, 25x200.6 to 10 and 12 Crosby St x 50.1x irregular; five-story loft building; executors' sale estates Max Danziger and William Hyams, deceased; withdrawn, sold at private sale.

7th Av, 115th St and St. Nicholas Av, s e corner, 115.4x15.0x177.7x100.8; two six-story apartment houses; executors' sale, to Herman Stearns, $225,500; also 1st Av, 3,042, e s, 75.7 ft n of 105th St, 25.4x113; six-story tenement and store, executors' sale; estate of William Hyams, deceased, to Charles Casoza for $30,000.

36th St, 356, s s, 150 ft e of 9th Av, 25x98.9, —story tenement; voluntary sale, bid in at $19,800.

Water St, 62 to 66, w s, 57.2 ft s of Old Slip, 56.1x73, two four-story loft buildings; trustee's sale, estate of Stephen F. Fotterall, deceased, to J. P. Fitzsimmons, $72,000.

12th St, 357 and 359, n s, 119.10 ft e of Washington St, through to 88-90 Jane St, 44x160.1, three three-story buildings and stable; voluntary sale; knocked down to J. Metcalf Thomas, $43,500.

81st St, 229, n s, 254.2 ft w of 2d Av, 25.5x102.2, three-story tenement; voluntary sale; knocked down to J. Metcalf Thomas, $11,500.

6th Av, 859, w s, 80.10 ft n of 48th St, 20x75, four-story tenement; voluntary sale; bid in at $46,000.

2d Av, 1,882 to 1,886, e s, 25.2 ft n of 97th St, 75.9x74, three four-story tenements; voluntary sale; bid in at $50,000.

74th St, 223, n s, 285 ft e of 3d Av, 25x102.2, four-story tenement; voluntary sale; knocked down to Philipp Smith, $46,000.

Huntington, L. I., about one acre of ground with frame houses, situated on the west side of Wall St, half block north of Main St; voluntary sale; bid in at $10,000.

Columbus Av, 440-452, w s, block front between 81st and 82d Sts, 204.4x134, seven-story, Hotel Endicott; foreclosure, adjourned to April 30.

103d St, 209 East, n s, 147.6 ft e of 3d Av, 37.6x100.11, six-story tenement and stores; foreclosure to the plaintiff, W. L. Raymond, $34,000.

By Bryan L. Kennelly.

Cherry St, 159, s w corner of Market St, 51x20, three-story tenement and stores; foreclosure to the plaintiff, C. H. Meyer, $15,235.

By Henry Brady.

Convent Av, 324, w s, 39.11 ft n of 143d St, 20x100, four-story dwelling; also

3d Av, 2,920, s e s, 25 ft s w of 152d St, 25x87, two-story store; Sheriff's sale of all right, title, &c., which N. D. Kendall had on May 22, 1903, or since; withdrawn.

AT 3,136 THIRD AVENUE.

By James L. Wells Company.

Elton Av, 727-729, w s, 50 ft n of 155th St, 50x100; two-story dwelling and three-story tenement; partition; withdrawn.

By Joseph P. Day.

White Plains Road, 3,664, e s, 50.10 ft n of 215th St, 22x51x22.1x52.10; foreclosure to the plaintiff, B. F. Elgar, $3,500.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures in Manhattan and the Bronx.

38th St, 422 to 430 West, for a frame cooling tower, 10x27; Conrad Hubert, 304 Hudson St, owner; Lee & Hewitt, 1,123 Broadway, architects $2,000

1st Av, e s, 110th to 111th Sts, for a ten-story meter and stove repair shop, 201.10x107; Consolidated Gas Co. of New York, owner; W. C. Morris, 124 East 15th St, architect $400,000

59th St, 38 West, for a twelve-story hotel, 25x86.11; I. Sire, 99 Nassau St, owner; Rouse & Goldstone, 38 West 32d St, architects.. $150,000

Hester St, n e corner of Mulberry St, for a six-story tenement and store, 25x75; Americus C. Stabile, 189 Grand St, owner; C. M. Straub, 147 4th Av, architect....$20,000

Magenta St, n s, 50 ft w of Holland Av, two two-story brick dwellings, 20.4x55 each; Gerardo Palese, Magenta St, owner; Joseph Ziccardi, 3,300 Cruger Av, architect..$10,000

Roebling Av, n s, 100 ft w of Mapes Av, three two-story brick dwellings, 20x55 each; Fred Bach, 1,847 Victor St, owner; H. G. Steinmetz, 1,007 East 180th St, architect...$19,300

Tieman Av, w s, 67.46 ft s of Chester St, two-story frame dwelling, 21x50; Kempf Realty Co., John Marx, 761 East, 24th St, President, owner; B. Ebeling, 1,136 Walker Av, architect $4,500

Southern Boulevard, n e corner of Freeman St, one-story brick stores, 79.11x103.6; estate of Delia Jackson, 1,220 Simpson St, owner; Robert E. La Velle, 360 East 149th St, architect $30,000

Southern Boulevard, e s, 100 ft s of Westchester Av, one-story frame nicolette; Mercury Realty Co., Samuel Breuer, 650 Prospect Av, President, owner; Goldner & Goldberg, 391 East 149th St, architects $5,000

Beck St, s s, 100 ft w of Avenue St. John, two six-story brick tenements, 100x112 each; Leo E. Ostro, 140 Nassau St, owner; Lorenz F. J. Weiher, 271 West 125th St, architect. $300,000

Alteration.

40th St, 630 to 636 West, and 39th St, 633 to 639 West, to a two and three-story boiler house and factory; Joseph Stern & Sons, premises, owner; Joseph Stern, architect.$8,000

REAL ESTATE TRANSFERS.

THURSDAY, APRIL 18.

With name and address of purchaser and attorney. When attorney's name is omitted, address party of the second part.

Manhattan.

GREENE ST, 91, w s, 17.10x76; Leon Realty Co. to Ray W. Simdelson, 1,873 Madison Av, Nov. 3, 1911; attorney, J. Rieger, 257 Broadway $100

OLD LANE closed, lot begins 100 ft e of West End Av, bounded by centre line of block between 91st and 92d Sts, e by line 175 ft e of said avenue, and n by n s of said old lane; Thomas A. Sperry to Sperry Realty Co., 2 West 45th St, B. & S., March 29; attorney, John H. Jones, 2 West 45th St....$1

RUTGERS ST, 22, w s, 25x84.7; Abraham Feifer to Eva, his wife, 183 East Broadway, all liens, April 10; attorney, Joseph Rubin, 160 Broadway $100

VANDAM ST, w s, 50 ft w of Hudson St, runs w 150x n 200 to Charlton St x e 75x s 100x 75x s 100 to beginning; Charlton St, 106, s s, 24.10x100; John Moller to Christopher Moller, 2 East 45th St, ¼ part, April 10; attorney, G. M. Gilpin, 11 Wall St....$52,250

VANDAM ST, n s, 50 ft w of Hudson St, runs w 150x n 200 to s s of Charlton St x e 75x s 100x e 75x s 100 to Vandam St to beginning; Charlton St, 106, s s, 24.10x100; Charles G. Moller and another, executors, &c, of Peter Moller, Jr., to Christopher Moller, 2 East 45th St, ¼ part, all title, April 10; attorney, C. Monteith Gilpin, 11 Wall St....$56,250

SAME PROPERTY; Charles G. Moller to same, ¼ part, all title, April 10; attorney, same $56,250

WARREN ST, 9, s s, 25x75; Warren St, 11, s s, 25.2x76.2x25.11x76.1; Lucius T. Martin, executor of William B. Martin, to Rogers-Peet Co., 842 Broadway, (mtg $250,000,) April 2; attorneys, Strong & Cadwalader, 40 Wall St $100

SAME PROPERTY; Frank R. Chambers and others to same, (mtg $250,000,) B. & S., March 22; attorneys, same $1

SAME PROPERTY, redower; Elizabeth B. T. Martin to same, all title, quitclaim, April 2; attorneys, same $1

WATER ST, 665 and 667, s s, 35.8x70; Lefferts Streiburgh and others, trustees, to Joseph Ronan, 476 Cherry St; attorney, Lawyers Title Insurance and Trust Co, 160 Broadway $100

WATER ST, 665 and 667, s s, 35.8x70; Joseph Ronan to James S. and Daniel L. Reardon 153 Hewes St, (mtg $6,000,) April 18; attorney, Lawyers Title Insurance and Trust Co, 176 Broadway $1

WATER ST, 655, s s, 25x70, (foreclosure April 17, 1912;) Alexander Wolf, referee, to B. Aymar Sands, 58 West 48th St, trustee for Helen A. Howell, April 18; attorneys, Bowers & S., 31 Nassau St $9,500

8TH ST, n s, 150 ft e of 2d Av, 25x100; Nathan E. Broder to Joseph S. Diamond, 38 7th St, (mtg $22,000,) April 16; attorneys, Diamond & A., 41 Park Row....$100

18TH ST, 428 to 432 East, s s, 75x92; New York Life Insurance and Trust Co, trustee, to Edward J. Bickmann, 327 East 18th St, April 17; attorney, Title Insurance Co, 135 Broadway $35,600

18TH ST, 520 and 522 East, s w s, 50x92; George O. Martin to James F. Martin, 323 East 30th St, ½ part, all liens, March 27; attorney, Lawyers Title Insurance Co, 160 Broadway $1

SAME PROPERTY; Frances Daly and others to same, quitclaim, March 27; attorney, Lawyers Title Insurance Co, 160 Broadway.....$1

27TH ST, 213 West, n s, 20x98.9; Joseph Solomon to M. W. Solomon, 50 East 96th St, (mtg $14,000,) ½ part, all title, all liens on whole, Dec. 30, 1911; attorney, I. Hershfield, 99 Nassau St $100

34TH ST, s s, 58.8 ft e of 10th Av, 19.4x88; Mary E. Dowling to John Bache, 8 East 67th St, and Henry Wollman, 1 West 70th St, (mtg $8,500,) April 18; attorney, Lawyers Title Insurance Co, 160 Broadway.......$100

40TH ST, n s, 200 ft e of 5th Av, 50x96.2; also strips on rear to centre line of block; John I. Downey to Yale & Towne Manufacturing Co., at Stamford, Conn., quitclaim, Dec. 15, 1911; attorney, L. H. Porter, 140 Nassau St......$1

45TH ST, 2, 4, and 6 West, s s, 75x100.5; Thomas A. Sperry to Sperry Realty Co., 2 West 45th St, B. & S., March 29; attorney, John H. Jones, 2 West 45th St............$1

48TH ST, 124 West, s s, 20x100.4; Frederick Dietz and another, executors, to Charles L. Morean, 122 West 48th St, April 12; attorney, Title Guarantee Co., 176 Broadway... $42,500

67TH ST, 219 West, n s, 25x100.5; George Form to St. Matthew's Roman Catholic Church, 215 West 67th St, (mtg $9,000,) April 18; attorney, M. J. Scalan, 51 Chambers St $100

73D ST, 213 East, n s, 25x102.2; Annie, wife of Max Gilefsky, to Isidor Koplik, 521 14th Av, Brooklyn, (mtg $24,500,) April 17; attorney, Max Silverstein, 309 Broadway........$100

74TH ST, n s, 136.6 ft e of Lexington Av, 17x102.2; Mary Goldberg to Mary A. Jordon, 1,035 Trinity Av, (mtg $10,000,) April 1; attorney, Title Guarantee Co., 176 Broadway.. $100

100TH ST, 319 East, n s, 25x100.11; Isidor Koplik to Max Gilefsky, 170 East 100th St, (mtg $19,000,) April 17; attorney, David E. Goldfarb, 35 Nassau St....$100

100TH ST, 170 East, s s, 25x100.11; Annie Gilefsky to Max Gilefsky, 170 East 100th St, (mtg $14,500,) April 15; attorney, same.....$1

108TH ST, 11 East, n s, 17x100.9; Leopoldine I. Gollner to Rose T. Clements, 122 East 116th St, (mtg $15,000,) April 5; attorney, Title Guarantee Co, 176 Broadway.. Exchange and $1,000

120TH ST, n s, 84 ft w of 1st Av, 50.5x irregular; David Kass to Eastern and Southern New York Realty Co, 87 Graham Av, Brooklyn, correction deed, all liens, March 16; attorney, Leo Lerner, 230 Grand St....$1

123D ST, 249 West, n s, 16.8x100.11; Ellen Quigley to Stanley J. Murphy, 468 Riverside Drive, (mtg $10,000,) April 17; attorney, Lawyers Title Co., 160 Broadway....$1

123D ST, n s, 250 ft e of 8th Av, 16.8x—; Stanley J. Murphy to Elizabeth M. Murphy, 468 Riverside Drive, (mtg $8,500,) April 17; attorney, Denis F. O'Brien, 1,482 Broadway..$1

128TH ST, 135 West, n s, 29x99.11; Charles G. Moller and another, executors, &c., of Peter Moller, Jr., to Christopher Moller, 2 East 45th St, ¼ part, all title, April 10; attorney, G. M. Gilpin, 11 Wall St......$4,275

SAME PROPERTY; Charles G. Moller to same, ¼ part, all title, April 10; attorney, same $4,275

128TH ST, 135 West, n s, 29x99.11; John Moller to Christopher Moller, 2 East 45th St, ¼ part, April 10; attorney, G. M. Gilpin, 11 Wall St. $4,275

137TH ST, s s, 191.8 ft w of Lenox Av, 41.6x41.7x99.11, (foreclosure March 19, 1912;) Melvin H. Dalberg, referee, to Harry Bonat, 211 East 15th St, April 18; attorneys, Morris & Schiff, 320 Broadway $31,750

Bronx.

BOSTON POST ROAD, n w s, 100 ft n e of Samuel St, 33.6x —; Edward O. Tree to Taxpayers Realty Company, 1,203 Franklin Av, April 11; attorney, Jacob Freeman, 229 West 42d St....$1

BRIGGS AV, 2,849, w s, 25x100; William C. Wulp to George D. Kingston, 356 Bedford Park Boulevard, April 18, (mtg $5,000;) attorney, Lawyers Title Insurance and Trust Co., 160 Broadway....$100

CROTONA AV, w s, 60 ft s, from n s, lot 57, map East Tremont, runs s 28.11x w 63.7x n 14x w 150.2x n 14.5x e 219.4; Mary E. Dillon to Annie Sheils and another, 471 West 142d St, March 4, 1907; attorney, William J. Sheils, 13 Park Row....$1

SAME property; Thomas Barry to Annie Sheils, 471 West 142d St, Feb. 25, 1911; attorney, same....$1

SAME property; John L. Sheils and others to James H. Sheils, 471 West 142d St, Dec. 26, 1911; attorney, same....$100

DECATUR AV, w s, 109.10 ft s of 193d St, 175x—; Baisley & Watson Coal Co. to Henry F. Keil, 2,525 Creston Av, April 15, (mtg $100,000;) attorney, Lawyers Title Insurance and Trust Co., 160 Broadway....$100

ELTON AV, 727 and 729, n w s, 50x100; Benjamin M. Birss and another to Louisa Bepier, 754 Jackson Av, an danother, all title, April 9; attorney, Title Guarantee and Trust Co, 176 Broadway....$100

ELTON AV, 727 and 729, n w s, 50x100; Nettie Robinson to Louisa Bepler, 754 Jackson Av, and another, all title, quitclaim, April 12; attorney, Title Guarantee and Trust Co, 176 Broadway....$1

FRANKLIN AV, e s, 38 ft n of Jefferson Pl, 37.6x100; Mortgage and Transfer Co. to Paul C. Uhlig, at Cranford, N. J., March 15; address, 346 Broadway....$100

GRAND AV, w s, 312.8 ft n of 190th St, 75x106; Augustus J. Smith to Ida A. Decker, 2 Waterbury Av, Richmond Hill, Borough of Queens, April 9; attorney, Title Guarantee and Trust Co, 176 Broadway....$100

GRAND AV, w s, 312.8 ft n of 190th St, 75x106; Ida A. Becker to Joseph L. Ennis, 563 West 173d St, April 15; attorney, Title Guarantee and Trust Co, 176 Broadway......$100

GRANT AV, e s, 257.8 ft n of 165th St, 25x101.1; Rose Lane to Jack P. Baust, 2,118 Bryant Av, April 12; attorneys, Clocke, K. & R., 391 East 149th St....$1

HOME ST, 881, n s, 25x60.1; Abraham Derewich to Samuel Shapero, 901 East 169th St, (mtg $3,750,) April 16; attorney, Benjamin Chess, 302 Broadway....$100

LOTS 77 and 78, map of 327 lots of Hunter estate; Vittoria Michelin to Lucy Michelin, West New York, N. J., (mtg $900,) April 17; attorney, F. C. Lenbuscher, 258 Broadway..$1

LOTS 460 to 462, map of 473 lots of Haight estate; Henry Eggers to Teresa Martin, 1,346 Edwards Av, April 17; attorney, Title Guarantee and Trust Co., 176 Broadway......$100

PERRY AV, 2,975, n w s, 25x111.5; George D. Kingston to William C. Wulp, 2,849 Briggs Av, (mtg $7,000,) April 18; attorneys, Merrill & R., 128 Broadway....$100

PERRY AV, s w corner of Holt Place, 25x90; Oscar Saul to Charlotte Saul, 3,263 Perry Av, Feb. 26, (mtg $5,000;) attorney, S. S. Terry, 66 Broadway....$1

PROSPECT AV, 1,989, w s, 29x100; Joseph Reichwein to New York and Scranton Realty Co., Jamaica, N. Y., April 17, (mtg $17,200;) attorney, Forrest C. Hirleman, 391 East 149th St....$1

SOUTHERN BOULEVARD, e s, 25 ft e of Longwood Av, 50x100; Beck St, w s, 175 ft s of 156th St, 25x100; Charles L. Burr to Henrietta Hahn, quitclaim, March 26, 1908; attorney, Charles S. Mackenzie, 32 Nassau St....$1

VILLA AV, e s, 550 ft n of 104th St, 25x125.3; Theresa Biegel to Louis Luminoso, 3,108 Jerome Av, April 17; attorneys, Sonneborn & Co., 2,860 Webster Av....$100

WASHINGTON AV, e s, 594 ft n of 180th St, 6x113; William Coogan to Elizabeth M. Coogan and another, 367 East 187th St, March 27; attorneys, Dunn & Blake, southwest corner of Broadway and Chambers St....$1

WEBSTER AV, w s, Lots 34 and 103, map of William M. Zborowski, 25x180 to e s of Crestline or Clay Av; Louise Hilsky and others to Ludwig Sikora, 8 9th Av, Long Island City, April 15; attorney, H. A. Hummelman, 45 Pine St....$100

WEBSTER AV, w s, Lots 35 and 102, map of William E. Zborowski, 25x180 to Clay Av; Louise Hilsky and others to Ludwig Sikora, 8 9th Av, Long Island City, April 15; attorney, H. A. Hummelman, 45 Pine St.....$100

5TH ST, e s, extends from 13th to 14th Avs, 228x205, Wakefield; Henry P. Lugar to Cornelia J. Dusenberry, Rye, N. Y., April 23, 1890; attorney, Harry G. Smith, 21 Park Row....$1,300

148TH ST, 457 East, 25x99.11; Ida Hinrichs to Frieda Stern, 2,030 Ryer Av, (mtg $13,500,) April 18; attorney, William E. Phelps, 435 East 149th St....$100

158TH ST, 616 East, s s, 54x103; Fanny Gruen to Jonas Weil, 21 East 82d St, and another, (mtg $33,000,) April 17; attorneys, Weil & Mayer, 51 Beekman St....$100

165TH ST, lot 2, block 467, map sub division of Lyman Tiffany, 25x96.8; Henry Lipps, Jr., to Peter Sinnott, 967 East 165th St, April 2; attorney, Title Guarantee and Trust Company, 176 Broadway....$100

187TH ST, s s, 75 ft w of Hughes Av, 25x100; Carmello Luvleni and others to Leonardo De Torio, 154 Warren St, Newark, N. J., April 1, (mtg $6,000;) attorney, Title Guarantee and Trust Company, 176 Broadway....$100

239TH ST, n s, 125 ft e of Martha Av, 25x100; William Greenlees to Leslie B. McCluse and another, 1,222 Vyse Av, April 16; attorney, Title Guarantee and Trust Company, 176 Broadway....$1

RECORDED MORTGAGES.

With name and address of lender and lender's attorney. Interest is at 5 per cent. unless otherwise specified.

Manhattan.

GREENWICH ST, 679, n e corner of Christopher St; Mary H. Cassidy to Elizabeth Shields, Grantwood, N. J., April 16, 1 year, 5½ p. c.; attorney Patrick J. O'Beirne, 132 Nassau St.. $2,700

MADISON AV, n w corner of 82d St, 204.4x60; Princeton Construction Co to Abel King and another, 148 East 65th St, April 17, due May 1, 1913, 6 p. c.; attorneys, Kurzman & F., 25 Broad St....$15,000

ST. MARK'S PLACE, 99x99½, n s, 37.6x110; Fanny Ferner to Louis Celler, 61 West 94th St, prior mtg $40,000, April 8, 4 years, 6 p. c.; attorney, A. Fred Silverstone, 150 Nassau St....$8,000

WATER ST, s s, 221.6 ft w of Jackson St, 35.8x70; Joseph Ronan to Lefferts Strebergh, trustee, 43 East 61st St, April 15, 5 years; attorney, Lawyers Title Insurance and Trust Co, 160 Broadway....$6,000

WALL ST, 118, n s, 21.11x—; Clara R. Gerken to Title Guarantee and Trust Company, 176 Broadway, April 18, due as per bond; address, 176 Broadway....$20,000

4TH AV, s w corner 20th St, 100x—; 248 4th Av. Co. to Bowery Savings Bank, 280 4th Av, April 17, 5 years, 4½ p. c.; attorney, Strong & Co. 40 Wall St....$100,000

8TH ST or St. Mark's Place, n s, 150 ft e of 2d Av, 25x100; Joseph S. Diamond to Nathan E. Broder, 231 6th Av, prior mtg $22,000, April 16, 6 years, 6 p. c.; attorney, Hy. Greenberg, 99 Nassau St....$7,000

18TH ST, 520-522 East, 50x92; James F. Marrin to Met. Savings Bank, 59 Cooper Square East, April 18, 5 years; attorney, A. S. & W. Hitchins, 84 William St....$13,000

48TH ST, s s, 265 ft w of 6th Av, 20x100.4; Charles L. Morean to Title Guarantee and Trust Co, 176 Broadway, April 17, due, &c., as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway....$30,000

48TH ST, 122 West, s s, 20x100.5; Charles L. Morean to Title Guarantee and Trust Co., 176 Broadway, April 17, due, &c., as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway....$15,000

51ST ST, 414 West, 25x100; Mary C. Donoghue to Franklin Savings Bank, 656 8th Av, April 18, 5 years; attorney, W. M. Powell, 29 Wall St....$2,000

69TH ST, 321 East, 27x100.5; Anthony J. McCadden to Bankers' Trust Company, Trustee, 7 Wall St., April 17, due as per bond; attorney, Title Guarantee and Trust Company, 176 Broadway....$10,000

100TH ST, n s, 375 ft e of Broadway, 55.8x100.11; Paterno Construction Co to City Mortgage Co, 15 Wall St, April 4, demand, 6 p. c.; attorney, F. A. Snow, 15 Wall St....$140,000

114TH ST, 433 West, 25x100.10; Filomena Curzio to Alberta Di Matteo, 2,202 1st Av, April 17, (prior mtg. $10,000,) due as per bond; attorney, Title Guarantee and Trust Company, 176 Broadway....$3,000

123D ST, 249 West, n s, 16.8x100.11; Stanley J. Murphy to Caroline V. Whitlock, 15 Central Park West, April 17, 5 years; attorneys, Alexander & G., 165 Broadway....$8,500

137TH ST, s s, 191.8 ft w of Lenox Av, 41.6x—; Harry Bonat to Alfred N. Beadleston and another, Seabright, N. J., April 18, 3 years; attorney, H. C. Beadleston, 15 William St.. $30,000

Bronx.

BUTLER PLACE, 2,409, w s, 25x100; Tillie Meurer to Henrietta Shotten, 258 East 138th St, installments, 6 per cent., April 16; attorney, Isaac Levison, 258 East 138th St...$300

COSTER ST, e s, 540 ft s of Spofford Av, 20x100; Hunts Point Estates to Payne estate, 98 Park Av, April 16, 3 years, 5½ p. c.; attorney, Title Guarantee and Trust Co., 176 Broadway....$5,500

ELTON AV, 727 and 729, w s, 50 ft n of 155th St, 50x100; Louisa Bepler and another to Title Guarantee and Trust Co., 176 Broadway, April 12, due, &c, as per bond; address, 176 Broadway....$8,500

FULTON ST, 1,775, w s, 40x105.8; Nathan Greenberg to William Greenberg, 1,721 Fulton Av, April 6, prior mtg $36,000, due Oct. 16, 1915, 6 per cent.; attorneys, Kantrowitz & E., 320 Broadway....$4,500

HOE AV, e s, 154.1 ft s of Home St, 25x100; Elizabeth A. Livingston to Herman Lips, 99 Hart St, Brooklyn, April 17, due as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway....$5,000

JACKSON AV, 707, w s, 18x74.5; Marion E. Horan to Title Guarantee and Trust Co., 176 Broadway, April 18, due as per bond; address, 176 Broadway....$5,000

LOTS 460 to 462, map of 473 lots of Haight estate; Teresa Martin to Margaret Elgar and others, executors, White Plains, N. Y., April 17, due as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway......$4,000

LOT 2, Block 467, map of part of Fox estate; Peter Sinnott to Henry Lipps, Jr., Mt. Vernon, N. Y., April 17, 5 years; attorney, Smith Williamson, 364 Alexander Av....$5,600

PERRY AV, 2,975, n w s, 25x111.5; William C. Wulp to George D. Kingston, 356 Bedford Park Boulevard, April 18, prior mtg $7,000, 1 year, 6 per cent.; attorney, Robert W. Todd, 258 Broadway....$750

PLOT begins 340 ft e of White Plains Road and 745 ft n of Morris Park Av, 25x100; Mary Reiling to May C. Grebe, 59 West 46th St, April 7, due, &c, as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway.$3,500

PLOT begins 340 ft e of White Plains Road and 820 ft n of Morris Park Av, 25x100; Mary Reiling to May C. Grebe, 59 West 46th St, April 17, due, &c, as per bond; attorney, same....$3,500

ROBBINS AV, s e s, 125 ft n e of Fox St, 25x104; Kate Steinberg to William C. Arnold, Borough of Richmond, N. Y., April 1, 3 years, 5½ p. c.; attorney, Title Guarantee and Trust Co., 176 Broadway....$2,750

VILLA AV, e s, 550 ft n of 204th St, 25x123.3; Louis Luminoso to Theresa Biegel, 3,180 Villa Av, April 17, due as per bond; attorney, Sonneborn & Co., 2,860 Webster Av.....$2,500

WALTON AV, s w corner of 184th St, 100x200; Joseph B. Kaiser to Title Guarantee and Trust Co., 176 Broadway, April 18, due as per bond; address, 176 Broadway......$20,000

162D ST, 507 East, 25x100; Jacob Hollinger to Henry Krauss, 333 West 18th St, prior mtg $13,000, April 17, due as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway. $2,000

187TH ST, s s, 75 ft w of Hughes Av, 25x100; Leonardo Di Torio to Carmello Invieni and another, 608 East 187th St, April 1, prior mtg $6,000, 2 years, 5½ per cent.; attorney, Title Guarantee and Trust Co., 176 Broadway.$1,000

RECORDED LEASES.

With name and address of lessee.

AVENUE A, 1,670, store and part of cellar; John H. F. Bullwinkel and another, executors, to John Naumann, 1,670 Avenue A, 5 years from May 1, 1912; attorney, F. P. Hummel, 1,511 3d Av....$900

BLEECKER ST, 358 to 364, four houses; Sound Realty Co. to Galland Realty Co., 219 West 10th St, 5 years from May 1, 1912; attorney, D. M. Gallo, 219 West 10th St........$8,000

EAST BROADWAY, 204; Division St, 193; Abr. H. Sarasohn to Harris Goldman and another, 220 Henry St, 5 years from May 1, 1912; attorney, Oscar Englander, 302 Broadway....$3,732

FULTON AV, 1,149, store; Marie Leiterer to Anna M. Major, 1,149 Fulton Av, 3 years from April 1, 1912; address, 1,149 Fulton Av. $420

HUDSON ST, 13 and 19, all; Thomas G. Patten to Endicott Johnson & Co., 148 Duane St, 5 years from May 1, 1912; attorneys, Lesser Bros., 299 Broadway....$10,000

MONROE ST, 220, store floor and cellar; Richard Lunkenan to Michael Schwartz, 223 Monroe St, 8 years from May 1, 1912; attorneys, Cohen & Shiverts, 63 Park Row....$720

NORTH MOORE ST, 100, all; John H. Stoutenburgh, trustee, to Robert A. Keasbey, on premises, 10 years from May 1, 1908; address, 100 North Moore St....$2,100

2D AV, 1,029, north store and basement; Nathan Ulick to Regina Greenhut, 1,927 2d Av, 3 years from May 1, 1912; attorney, Ebling B. Co., 760 St. Ann's Av....$600

29TH ST, 128 West, basement and store; Geraldine M. Brosseau to Isaac Elkin, 327 West 27th St, 5 years from April 1, 1912; address, 128 West 29th St....$1,200

127TH ST, 403 and 405 West, six-story building; Jennie Saxl and others to Morris Dessauer, 211 West 135th St, 9 10-12 years from Dec. 1, 1911; address, 211 West 135th St..$4,500

MECHANICS' LIENS.

BEAUMONT AV, w s, 75 ft n of 187th St, 25x95.7; Muglers Iron Works against Emilio Farago, owner and contractor....$100

8TH AV, 144; Henry Klaus, Inc, against Peter Doelger, owner; Henry Mock & Co, contractor....$726

37TH ST, 20 to 24; Anna T. Walter against Sternfield Building Co, owner; F. C. Farnsworth & Co, Inc, contractor....$332

122D ST, 425 East; Empire City Iron Works against Caledonia Golf Cleek and Mfg Co, owner and contractor....$62

154TH ST, 318 East; Abraham Koslin against William Paul, owner and contractor.......$96

184TH ST, n s, 150 ft w of Amsterdam Av, 50x100; Cross, Austin & Ireland Lumber Co against Van Orden Construction Co and Edith Van Orden, owners, (renewal)........$1,176

SATISFIED MECHANICS' LIENS.

BROADWAY, w s, whole front between 73d and 74th Sts; Francis D. Kremer against W. E. D. Stokes and others, March 23, 1903. $4,182

BROADWAY, w s, whole front between 73d and 74th Sts; Adolph Grant & Co against W. E. D. Stokes and others, March 29, 1903..$6,640

BUILDING LOAN CONTRACTS.

BENEDICT AV, s s, 361.1 ft e of Starrow St, 25x100; Elizabeth K. Dooling loans William Buhl....$5,000

BENEDICT AV, s s, 338.1 ft e of Starrow St, 25x100; Elizabeth K. Dooling loans William Buhl....$5,000

BENEDICT AV, n s, 350 ft e of Starrow St, 25x100; Elizabeth K. Dooling loans William Buhl....$5,000

BENEDICT AV, n s, 375 ft e of Starrow St, 25x100; Elizabeth K. Dooling loans William Buhl....$5,000

LIS PENDENS.

CENTRAL PARK WEST, n w corner of 68th St, 75.5x100; 52d St, s s, 500 ft e of 11th Av, 25x100.5, Nelson H. Falkinburg against William J. Moore et al., (partition;) attorneys, Roe & Hayes.

COLLEGE AV, 1,043; David B. Baum against Helene Trattner et al., (foreclosure of mortgage;) attorneys, Ruskay & Ruskay.

LOT 36, map of New Village of Jerome, Bronx; Mary A. Ferris against John J. Zuelch et al., (foreclosure of mortgage;) attorney, A. A. Clark.

MADISON ST, 306 and 308; Washington Trust Co. of the City of New York against Joseph Schlesinger et al., (foreclosure of mortgage;) attorney, W. M. Powell.

1ST AV, 154; Mary C. Offinger against Dora Berman et al., (foreclosure of mortgage;) attorney, A. F. Gescheidt.

2D AV, w s, 75.7 ft n of 95th St, 25x100; Merritt T. Wyatt against George W. Eggers et al., (amended foreclosure of mortgage;) attorneys, Jones & Carleton.

3D AV, e s, 25.9 ft s of 98th St, 25x83.9; Henry H. Jackson against Moses Pearlman et al., (foreclosure of mortgage;) attorney, S. H. Jackson.

32D ST, 9 West; Frank Seery against Timothy D. Healy et al., (action to declare lien;) attorney, E. M. Kaiser.

40TH ST, 343 to 349 West; Jacob Marx against Greenwich Investing Co. et al., (foreclosure of mortgage;) attorney, A. O. Ernst.

42D ST, n s, 325 ft e of 11th Av, 25x100.5; Archibald D. Russell et al. against John B. Clark et al., (action to determine claim;) attorney, H. Swain.

71ST ST, n s, 156 ft e of West End Av, 16x92.2; Charles E. Rhinelander against Charles F. Woodward et al., (foreclosure of mortgage;) attorney, G. F. Warren, Jr.

86TH ST, 453 East; Leonard Lewis Co. against Rudolph Roffman, (notice of levy;) attorney, A. W. Meisel.

90TH ST, 8 West; Arthur L. Livermore, trustee, against Grace C. Turner et al., (foreclosure of mortgage;) attorney, W. J. Walton.

107TH ST, s s, 75 ft w of Park Av, 25x100; Harris Harris et al. against Jeanetta Herbst et al., (foreclosure of mortgage;) attorney, A. Cohen.

126TH ST, 320 East; Sara C. Hadden, executrix, against Bernard Brown et al., (foreclosure of mortgage;) attorney, A. Gardner.

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JAMES L. WELLS, Auctioneer. Absolute Auction Sale, At Nos. 14-16 Vesey St., Exchange Salesrooms, WEDNESDAY, April 24, 1912, Noon, No. 499 East 142d St. 2-story frame dwelling, lot 25x99 feet, just west of Brook Ave.; also SOUTHERN BOULEVARD, Northwest corner St. Joseph (144th) St., through to Wales Ave., choice factory site about 6 lots; also UNIONPORT, Plot 100x108, south side 13th (Ellis) St., 205 east Olmstead Ave.; also BARRY STREET, Northwest corner Worthen (144th) St., corner lot, about 20x100, with 1-story frame dwelling, and adjoining lot, 25x100, with 2-story frame dwelling. Maps and particulars with James L. Wells Co., auctioneers, No. 141 Broadway.

JOHN S. MAPES, Auctioneer, Office, 1,469 Williamsbridge Road, Bronx. **Builders & Speculators** EXAMINE THE **3 CHOICE PLOTS** Situate on the northwest corner of East 176th Street and West Farms Road, only 2 blocks south of 177th St. (West Farms) Subway station, and 2 blocks east of Boston Road, to be sold at Public Auction **Saturday, April 20, 1912** at 3 o'clock **ON THE GROUNDS** BY ORDER OF THE TRUSTEES OF THE WEST FARMS REFORMED CHURCH. Send for maps to auctioneer

MANHATTAN—FOR SALE.

All Mortgage loans on desirable improved property will receive prompt attention and be quickly acted upon by **LAWYERS TITLE INSURANCE AND TRUST COMPANY** CAPITAL - - $4,000,000 SURPLUS - - 5,500,000. 160 Broadway, New York. 188 Montague Street, Brooklyn. 375 Fulton Street, Jamaica.

West Side.

Exceptional Private Dwelling 34 WEST 87TH STREET, Near proposed L station, crosstown cars. Suitable for doctor. Apply on premises, or to ROBT. R. RAINEY, 95 Liberty St.

105 WEST 69TH STREET For sale or rent; 4 stories, brownstone; 14 rooms, 2 baths; elegantly decorated; convenient location for doctor. Apply owner, Room 803, 32 Broadway.

ON WEST 43D ST. Great future for speculation; 50-foot plot, with two five-story cold-water tenements; short distance from all improvements projected on this thoroughfare. Mrs. S., L 88 Times.

52D ST., WEST.—50x100; good place for garage. Hickey, 336 West 51st.

East Side.

Avenue B, 14th St., Avenue C, 2d Av., 7th St. Address T., 1,418 5th Av.

BRONX—FOR SALE OR TO LET.

For Builders.—Three one-family frame houses on plot 50x125, near Freeman St. Subway station. Graf, 1,972 Unionport Road.

For Sale—Two-family houses, eleven rooms, two baths; all improvements; $300 cash. Owner, 851 East 222d St., Bronx.

LONG ISLAND—FOR SALE OR TO LET

FOR SALE. Exceptionally fine Waterfrontage on the Sound at WAMPAGE SHORES, 45 minutes from New York, in plots suitable for and within the means of persons accustomed to attractive homes. Most beautiful location; ideal neighborhood; magnificent landscaping; every improvement; perfect white sand beaches. Write for particulars. S. OSGOOD PELL & CO., Tel. 5610 Bryant. 542 Fifth Ave.

AT FLUSHING Bought at foreclosure, new houses, less than cost. Large rooms, parquet floors, etc. Splendid location; restricted property; 23 minutes from Herald Square. Convenient to trolley. $250 cash; balance in easy payments. **FRANK CROWELL** ROOM 202, 347 5TH AVE., N. Y.

FOR FULL PARTICULARS OF the lands called Shoreham, the most picturesque spot within 500 miles of New York City in any direction for your country house with the FINEST SEA BATHING BEACH IN THE WORLD, call upon or address me for photographic views of the lands, floor plans and photographs of houses upon "Estates" that I have for sale at Shoreham and elsewhere. FITCH H. MEDBURY, 11 Wall St. 'Phone 4135 Rector.

NORTH SHORE **COUNTRY HOUSES** BARGAIN—House at Great Neck, of Old English design, on quarter-acre plot, $7,900. **SHIELDS COMPANY** ONE WALL ST., TEL. RECTOR 2775.

A level tract on the north side of Long Island of 98 acres; about 50 miles from New York City; nearly all cleared; over 5,500 feet highway frontage; only 2,000 feet from railroad station; farm house and barn; good location; just right for subdivision; all surveyed and laid out; street staked and plowed; price, $350 per acre; full particulars with map on request; brokers protected. Edwin N. Rowley, Northport, L. I.

LONG ISLAND—WOODMERE. For rent, Summer season or year, 31 minutes from Pennsylvania Station, concrete house; lot 80x190; 12 rooms, 3 baths, exquisitely furnished, piano, Victrola; every modern convenience; house 1,000 feet clear of any other house on all sides; 7 minutes' walk from station. L 50 Times.

MUNCIE ISLAND At the Atlantic Ocean, Opposite Babylon, L. I. 90 min. from N. Y. City. Furnished Bungalows to rent with the privileges of the Muncie Island Hotel. Write for booklet. Maurice B. Thayer, Pres. Town and Country Estates, 527 Fifth Ave., New York.

Gentleman's country place at Garden City for rent by the year; 2 acres of ground; house 14 rooms; stable, garage; $2,200 per year. Apply to George L. Hubbell, Garden City, L. I.

Whitestone, L. I., restricted plot, 45x100; block from trolley; want offer. Steengrafe, 200 Broadway.

REAL ESTATE FOR EXCHANGE.

Will exchange free and clear lots for equity in tenement or apartment. Address Chance, 66 Times Downtown.

LONG ISLAND—FOR SALE OR TO LET.

Kew Gardens KEW, LONG ISLAND. 15 MINUTES from Penn. Station. Eight beautiful houses just completed, ready for occupancy. Plots for building at moderate prices, and favorable terms to right parties. Over a mile frontage on Forest Park. For maps, prices and particulars apply to **Kew Gardens** Marbridge Bldg., Broadway & 34th St., N. Y. Tel. 5250 Greeley.

100 FEET FRONT FEET DEEP $100 Chicken Raising. Vegetable Garden. AT THE PEER OF ALL SUBURBS. **ISLIP** LONG ISLAND. ABOUT ONE HOUR OUT BY RAIL. MANY TRAINS, CHEAP CARFARE. Cash Down **$5** Monthly Payments. This Plot of Land Should Be Worth $300 in 5 Years. Do Not Let This Bargain Get Away. Write or apply for free tickets and maps at once. Office Open Evenings. **Wm. H. Moffitt** Realty Company, 2 E. 125th St., N. Y. C.

Long Island Railroad **LOW EXCURSION FARES SUNDAYS** April 21 and 28, to **LONG ISLAND** ONE-WAY FARE FOR ROUND-TRIP. For particulars see Real Estate Column Saturday's papers.

GREAT HOUSE BARGAIN. $5,950 BUYS A $7,900 HOUSE. A beautiful new suburban house, between the Sound and the sea, built by days' work, on a large plot, in a restricted private residence park, refined surroundings; 27 minutes from Manhattan, 1 block from depot and trolley; first-class hardwood trim; excellent heating, gas, electricity; beamed ceilings, parquet floors, panelled dining room; easy terms. Call, 'phone, or write McNEECE, 150 Nassau St. 'Phone 4070 Beekman. **McNEECE, 150 Nassau St.**

A QUICK SALE AT SACRIFICE Gentleman's country place, beautifully located on north shore, Long Island, overlooking Northport Harbor and Long Island Sound, "The Eden of Long Island." Only 40 miles, or one hour from New York City; 25 acres; high elevation; Colonial house, 15 rooms, 2 baths, hardwood floors concrete cellars, steam heat, electric light and telephone; large library; wide verandas; hundreds of finest shade trees; 100 best fruit trees; fine driveways; artesian water; tennis court; large barn, fine garage; storage house; ice house; hennery; large gardens; fine pasturage; private dock and boat landing, &c. Entirely equipped and furnished ready for occupancy. Write for photos and full particulars. Brokers protected. C. W. DUMONT, 27 Cedar St.

WATER FRONT House, new, 10 rooms, 2 baths, open fireplaces, located in the hills of the North Shore, L. I., 30 minutes out, near station. Terms. I. A. Burnum, 148 W. 13th St., N. Y. City.

$500 CASH, BALANCE EASY. FREEPORT, L. I. BAYVIEW SECTION. Near bay, depot, trolley; house, 8 rooms, bath; large barn, chicken run; plot 70x140. Every improvement. ONSLOW-MOORE CO., Freeport and 44 Court St., Brooklyn.

BROADWAY—FLUSHING. New, attractive stucco cottage for sale; six rooms and bath; all improvements; $6,000; easy terms; best bargain on Long Island. Inquire M. Samter, Room 6,050, 1 Madison Av., N. Y. C.

A.—A.—If you are interested in a home-land on Long Island, send at once for Long Island magazine, giving reliable information; it is free. President, Room 202, 347 5th Av.

First-class, nine rooms, two baths; centre of Flushing; price $11,000; rent $85. For particulars address Wallace-Appleton Company, Waldheim, Flushing.

BARGAIN—80 N. Y. CITY LOTS. Ocean Av., Jamaica; 5 minutes to trolley and Penn. R. R. C. W. Smith, 393 Broadway, N. Y. City.

WESTCHESTER—SALE OR TO LET.

Larchmont Gardens

THE FOLLOWING APPEARED IN THE NEW YORK TIMES LAST SUNDAY

Some Don'ts.

Don't buy land you haven't seen.

Don't buy land on somebody else's advice as to location.

Don't buy land unless the seller is solvent and of good reputation.

Don't buy land without consulting a responsible title company or a lawyer in whom you have confidence.

Don't buy land unless you know that the cost of improvements is provided for, or that the assessments are paid.

Don't buy land without investigating the cost of transportation and the convenience of the time table.

Don't buy land in a hurry; take your time and be sure that it is the land you want.

Don't assume liabilities that you may not be able to carry.

WE REPEAT THEM FOR YOUR PROTECTION

BUY AT

LARCHMONT GARDENS

This property, opened last Summer, attracted 400 home-seekers—but we have saved a brand new section containing over 800 bungalow sites for you to select from.

67 Trains Daily

Prices for lots range from $190 to $490.
$10 cash and a little every month.
We will help you to build a home.
Come out as our guest!
Or a postal brings a booklet.

35-Minute Ride

CLIFFORD B. HARMON & CO.,

42d Street & Madison Ave., New York City

SPUYTEN DUYVIL
ON HUDSON, N. Y.

A charming established country community of character and rare beauty, overlooking the glorious Hudson. Back from the river, a park section with great trees, with homes of the better class within New York City limits.

BUT 24 MINUTES NORTH BY N. Y. CENTRAL or Broadway Subway Express available, 31 minutes from 42d St.

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A residence recently built for owner, business now in West, for sale below cost; magnificent river and Palisade views; terms very attractive.

Carefully restricted residential plots for sale to approved persons.

Houses for sale or rent now.
Booklet on Request.
ALONG THE HUDSON CO.,
84 William St., N. Y. C. Phone 4178 John.

FOR QUICK PURCHASE.

Unusual opportunity to secure new house, 10 rooms, attractively laid out—every modern convenience, on plot planted with shrubbery and lawns. Near station, 38 minutes from Grand Central, 96 trains (electric) daily. Nearby golf, tennis and Country Clubs, and splendid Westchester motoring roads.

In a suburb that has attracted many business men to build charming country homes, a delightful social community with every city comfort. Responsible and satisfactory buyer may have any reasonable terms. Write or telephone. O. W. HILL, 503 Fifth Av. Tel. Bryant 301.

BARGAIN AT ARDSLEY ON HUDSON

A rare opportunity to acquire a beautiful place in the most select residential section of the Hudson River; express train service; elaborate club service, social life, etc.; dwelling, 16 rooms, 3 baths; steam heat, gas, electric light; stable and carriage house, accommodates 6 horses; tennis court, garden, and shade trees; 3½ acres. Price is so low we are ashamed to publish it; afraid other owners in this section would do us bodily harm. Confidential particulars as to price to be had by addressing "Ardsley," P. O. Box 822, N. Y. City.

A LOVELY HOME

can be bought now at cost, or will rent to responsible party; 50 minutes from New York on the banks of the Hudson. Close to yacht and country club. Location and surroundings ideal. House modern and up to date. Will consider reasonable offer. What do you say? Address Owner, 1,001, 331 Madison Av.

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RIVERDALE-ON-HUDSON

Residence plots on highest land in New York City.

Reached in 35 minutes from 42d Street by Broadway Subway to Van Cortlandt.

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25 Broad Street, New York.

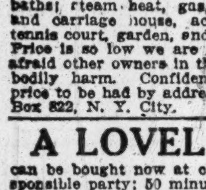
An Artist's Home for Sale or Rent

Situated on a hilltop in Westchester County, 35 minutes out from Grand Central; nine rooms, tiled bath, steam heat, electric light; artistic and practical; large grounds, surrounded by poplars; grape vines, fruit trees, etc. Price $10,500; rent $65; possession June first if desired.

Anderson Realty Co. near New Haven Station, Mount Vernon, N. Y.

STUCCO HOUSE.

In Colonial Heights, Westchester's choicest colony, near Tuckahoe Station; attractive stucco residence, ready for occupancy, eleven rooms, two tiled bathrooms; all improvements; handsomely decorated; large lot, commanding an extensive view. Low price. Easy terms. Lawrence H. Tasker, Tribune Bldg.



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Oakland Beach Ass'n.
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To rent for Summer, furnished, 9-room house; 2 baths, flower garden; New Rochelle; convenient to railroad and water; terms most moderate. Box L 19 Times.

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Long Island Sound; one-half hour from Penn station, New York City; 7 rooms and bath; 2 lots; cement walks, macadamized streets; gas and electric light, water and sewerage; fine bathing beach and high-class yacht clubhouse close by; refined and select neighborhood; elegant surroundings; cheap; terms to suit purchaser. SHORE FRONT, [illegible] West 34th St.

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28 Minutes from Broadway.

At Queens, L. I., main line express station Penn.-Long Island electric system. New, moderate-priced suburban cottages and semi-bungalows for sale. Every city improvement. Restricted property—ideal social neighborhood. CONSTRUCTION GUARANTEED. Easy payments. Write for Spring list or 'phone 8876 Cortlandt.
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WESTCHESTER—SALE OR TO LET.

Mount Vernon.

To-morrow

1912's BIG AUCTION
THE TAGLIABUE ESTATE

Property on the line of the new New York, Westchester and Boston R. R.

Mt. Vernon, N.Y.

82 Fine Building Plots 25x105 each.

AND

1 Modern Cottage on 50 ft. plot.

WILL BE SOLD AT PUBLIC AUCTION

On the premises, under tent, rain or shine,

TO-MORROW, SATURDAY,
April 20, 1912, at 2 P. M.

By George W. Bard, Auctioneer

Terms of sale:—10% on day of sale.
15% on delivery of deed.
75% may remain on mtge.

For maps, diagrams and further particulars Apply to Auctioneer, 11 Depot Place, Tel. 249 Mount Vernon, N. Y.

McCLELLAN & CO.
for
MOUNT VERNON REALTY.

Yonkers.

$6,000 buys plot 10 lots, (25x100) $2,000 cash; Woodlawn Av. Owner 350 B'way, Manhattan.

NEW YORK STATE—SALE OR LET.

Attractive home, paying farm, 190 acres, Orange County, half mile two stations; several orchards, large stream, lake, Colonial dwelling, 6 bedrooms, billiard rooms, 7 fireplaces, 2 baths, all improvements, furnished, verandas, beautiful grounds, cottage, suitable outbuildings, perfect order, spring water, stock, complete equipment, crop; $25,000; terms. Owner, Y 22 Times.

Cheap Big Acreage.

300 acres, Orange Co., on State Road, superb views, hills, valley; 100 acres chestnut and oak timber. E. E. SLOCUM, 141 B'way.

Mountain Farm Near Lake.

200 acres; 8-room house, barn, orchard. 150 acres oak and chestnut timber, $3,800. E. E. SLOCUM, 141 Broadway.

Timber! Timber! Timber!

100 acres, oak and chestnut, Orange Co. $2,500
150 acres of same in Sullivan Co.......... 3,000
E. E. SLOCUM, 141 Broadway.

Lot 25 ft. by 100 ft., located in Brookhaven, Suffolk County, N. Y. Make me a cash offer. Address Y 35 Times.

NEW ENGLAND—FOR SALE OR LET.

"Fenwick on the Sound," beautiful roomy house, half acre lot; 13 large rooms; running water, baths, laundry, fireplaces, verandas, garage with chauffeur's room; extensive view of Sound; golf, tennis, yacht club; boating, fishing. C. E. Poindexter, Hartford, Conn.

BEST 55 ACRES IN NORWALK Fine stream; old farmhouse; good road; edge of town. Price $8,500. Lawrence Agency, South Norwalk, Conn.

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TO CLOSE AN ESTATE.
BONA FIDE SALE.

Farm 110 acres, Southern Vermont; 9-room house, partly furnished; barns, outbuildings; excellent condition; carriage and farm wagons; ample orchard; excellent location; beautiful view; price for quick sale $2,500; terms to suit; very reasonable. George C. Irvin, 116 Nassau St., N. Y.

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DESKS Roll and Flat Top. Chairs, Filing Cabinets. Office Partition. HAMBURGER, 33 E. 20th St.

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Tutoring for Regents and colleges; backward high school students rapidly advanced. Mathematics, languages, sciences, laboratories. Heidemann's Private School, 616 West 138th.

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HIGH ABOVE THE HUDSON. OPPOSITE GRANT'S TOMB.

Mountain air. City conveniences. Easy of access. Appeals to particular people.

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Artistic Bungalows for year around occupancy. Prices moderate. Terms to suit.

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Morsemere is reached in 20 to 30 minutes:
Uptown—Via 130th St. Ferry then Paterson car.
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The Ideal Suburb
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Ready for Immediate Occupancy. Do not sign your new lease until you have seen this gem. Built by day's work in the best possible manner. Located on a plot with 50 feet frontage. Refined, congenial environments. All improvements, sewer, water, gas, electricity, sidewalks, lawn, shade trees, &c.

House has large living room, handsomely finished dining room, and a kitchen that will please the most fastidious housewife.

This entire floor is finished in oak with parquet floors.

On the 2d floor there are 4 large bedrooms, plenty of closet room and a very nicely finished bathroom.

You must really see this house to appreciate it.

PRICE $5800

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40 Minutes from Broadway, N. Y.
Bungalows and artistic homes.
Little cash required. Write or 'phone.
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New hollow tile stucco house, 9 rooms and two baths; beautifully finished; best section Ridgewood; ¼-acre plot; convenient to station; every convenience and improvement. Gordon & Forman, Ridgewood, N. J. Send for list of houses for sale and rent.

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Among the pines and cedars, magnificent views, only 32 minutes Lackawanna; 22 trains on Erie; near station; commutation 13c.; near river, boating, bathing, and fishing; large plot, $150, $10 down, $5 monthly. 'Phone 4309 Beekman.
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595 Apple, Peach Trees.

Over 6 acres fine fruit land, $600 an acre; bare land opposite already held at $1,000 an acre; one-third mile station; hour out; profitable investment for a commuter.
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Plainfield, N. J., near the Watchung Mountains; beautiful home, about half acre; plenty of fruit and shade; house has 11 rooms, steam heat; worth $14,000; owner will sell for $12,000.
COOLEY REALTY COMPANY,
527 Fifth Avenue. 7028 Bryant.

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Eight-room house, all improvements; large living room, open fireplace, 2 baths, steam heat; very cozy and attractive; owner must sell; will take small cash payment. Owner, 156 Broadway, Room 55.

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Cranford, New Jersey.

Three road frontages, convenient to depot, bargain. Elston M. French, 141 Broadway, New York.

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Several parcels fertile farm land, 2½ to 5 acres each, $250 to $300 per acre; ½ mile to station; hour out; home community; loan made for building. E. E. Slocum, 141 B'way.

For sale, Llewellyn Park, West Orange, N. J.; fine country residence in select community; 12 miles from New York; 3½ acres; stable-garage; kitchen garden; tennis court; house of brick and stucco; 20 rooms, three bathrooms; city water and sewer. Apply to George Richards, 141 Broadway, or above address.

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Big Bargain.—At "high and healthful" Madison, N. J.; attractive new 8-room house; all improvements; large lot; near station; only $4,900; good terms; Lackawanna Road; hour out; worth $5,500. William B. Brokaw, 100 Broadway, New York.

8 NEW SINGLE HOUSES, 7 rooms, tiled bath, sewers, steam heat, electric light and gas, parquet floors, hardwood trim; price $6,000; attractive terms; 42d Street ferry to Weehawken; Palisade trolley to 82d Street, walk west. Inquire 228. City 'phone, 526 Plaza.

Bungalows on monthly payments at Fanwood, N. J.; well built, year round homes on large shaded plots; near railroad station; $4,200 to $7,500; handsome designs; plans and full particulars sent you free. H. C. Lockwood Co., 141 Broadway.

Put Hillsdale on your list. Visit at our expense. New houses ready for occupancy in most attractive town near New York. Easy commuting distance. All improvements. Near station and school. Johnson, 803 Singer Building.

A beautiful plot for bungalow at Leonia, 60 feet frontage; trees, good elevation, all improvements, no assessments; very reasonable for quick sale; terms easy; diagram mailed. Address Champlin, Room 516, 47 West 34th St.

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$10 cash, balance monthly, buys a large building plot at Fanwood, N. J.; fine views and beautiful shade; near railroad station; free tickets to visit property. H. C. Lockwood Co., 141 Broadway, N. Y.

LOTS, 50x150 AND LARGER; HOME Building or profitable investment; high and healthful; all facilities; Chatham, N. J., Lackawanna Road; hour out. William B. Brokaw, 100 Broadway, N. Y.

SUMMER COTTAGE.
Schooley's Mountain, N. J.; completely furnished; all improvements; $1,500 cash, balance mortgage. Address Owner, P. O. Box 1,431, New York City.

Rutherford's Best Bargain.—Bungalow and barn; large plot; ideal location; nine miles out; 63 trains daily; price only $1,700; great sacrifice; easy terms. Box 17 Rutherford, N. J.

At Ridgewood Village, farm 6 acres; house 9 rooms; bath, barn, henneries; convenient; moderate price; particulars, photos. Quackenbush, 212 Broadway, New York.

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8½ acre fruit farm, 10-room modern house; near Summit; $12,000; many other farms; state wants. Martin, Route 8, Plainfield.

APARTMENTS TO LET—Unfurnished.

MANHATTAN.

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Above 110th Street and Washington Heights.

3 min. to 116th St. express sta., 8th & 9th Av. "L."

MORNINGSIDE PARK
APARTMENTS
to sublet, with concessions, to October 1.

5 Extra large rooms and bath.............$55
6 Extra large rooms and bath.............$70

All conveniences of a Modern Elevator Building.
RESTAURANT OPTIONAL.

Morningside Park East, 118th to 119th St.

THE COURTWOOD,
169TH STREET & BROADWAY.
Modern elevator apartments, 5, 6 and 7 rooms and 2 baths; very large, light rooms; $50 to $75. Inducements.
RENTING **REMCO** SYSTEM
Broadway & 98th Street

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At 152d, facing Colonial Park. Hall service, electric lights, beautiful interior finish, 5-6 rooms, $28-$37. Elegant apartments; all improvements.

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S. W. Cor. of 130th St., block east of Amsterdam Av. 4-6 rooms, $23-$31. Inducements.

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5 and 6 Rooms, $35.00 to $45.00.
Elevator, telephone, steam heat, hot water, tiled bath, uniform service, electric light; all rooms outside light and air. See janitor.

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At 144th St., two blocks east of Amsterdam Av., 5 large, light rooms in new high-class elevator apartment; very convenient to elevated and Subway.

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5 large, light rooms and bath, $55-$60.
Superintendent on Premises.

West Side.
Between West End Av. and Riverside Drive.

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310 West 95th Street.

To sublet, with concessions, to October 1.
5 rooms and bath, first floor $45
7 rooms and bath, first floor $65
8 rooms and bath, sixth floor $85
Modern Fireproof Elevator Building.
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818-328 WEST 51ST STREET.
Attractive apartments, six and eight large, light rooms; bath, elevator, and all modern improvements. Premises or Alexander Wilson, 489 5th Av.

308 WEST 15TH ST.
ATTRACTIVE BACHELOR APARTMENTS.
2 rooms and bath, $32
ASHFORTH & CO., 11 East 42d St.

301 WEST 46TH ST.
7 rooms and bath; moderate rent.
ASHFORTH & CO., 11 East 42d St.

East Side.

Manhanset
61-65 East 59th St.,
NEAR MADISON AVE.
The Most Accessible Location in New York City.
High Class Modern Apartments, 8 Rooms and Bath, Furnished or Unfurnished, Hotel Service.
FOR RENTS, ETC.,
See Superintendent on Premises.

THE CARLTON
157 EAST 81ST ST.
New fireproof elevator apartment, 8 extra large rooms, foyer halls, tiled bath with showers; separate maid's convenience. Rents $1,000 up. Supt.

FLATS OF SEVEN EXTRA LARGE, light rooms and bath, in the well-kept apartment houses, 720-728 Third Av., near 45th St.; rents low; possession May 1st.
CRUIKSHANK COMPANY, 141 Broadway.

THE CLEVELAND
126-130 East 24th St.
Apartments of 9 rooms, ample closets, etc.

Kingston—129 East 76th St.
Handsome apartment, 7 large, light rooms, $55.

BROOKLYN.

DUPLEX CORNER APARTMENT

Brooklyn's finest thoroughfare; Brooklyn Av., corner St. John's Place; seven rooms and bath; all light; rent $70. Janitor or 'phone Croscup, 5760 Prospect.

Other "Furnished" and "Unfurnished" Apartments advertised on next to last page.

PUBLIC NOTICES.

DEPARTMENT OF FINANCE, BUREAU FOR THE COLLECTION OF TAXES, No. 57 CHAMBERS ST., BOROUGH OF MANHATTAN, NEW YORK, APRIL 1, 1912.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE assessment rolls of real estate and personal property in the City of New York for the year 1912 have been delivered to the undersigned and that all taxes on said assessment rolls are due and payable as follows:

All taxes on personal property and one-half of all taxes on real estate are due and payable on

WEDNESDAY, MAY 1, 1912,

and the remaining and final one-half of taxes on real estate shall be due and payable on the FIRST OF NOVEMBER, 1912. *All taxes become liens on the real estate affected thereby on the respective days when they become due and payable as hereinbefore provided and shall remain such liens until paid.*

The second half of the tax on real estate which is due as hereinbefore provided on the first day of November following the payment of the first half, may be paid on the first day of May or at any time thereafter providing the first half shall have been paid or shall be paid at the same time and on such payments of the second half as may be made in such manner prior to November first a discount shall be allowed from the date of payment to November first at the rate of *four per centum* per annum.

NO DISCOUNT IS ALLOWED ON PERSONAL TAX BILLS.

Penalty on unpaid taxes on real estate begins June 1 and December 1; on unpaid personal taxes June 1.

Taxes are payable at the office of the Receiver of Taxes, in the Borough where the property is located, as follows:

Borough of Manhattan, 57 Chambers st.
Borough of The Bronx, Municipal Building, corner 3d and Tremont aves.
Borough of Brooklyn, Municipal Building.
Borough of Queens, Court Square, Long Island City.
Borough of Richmond, Borough Hall, St. George.

FRED. H. E. EBSTEIN, Receiver of Taxes.

TO LET FOR BUSINESS PURPOSES.

The Marbridge Building

Broadway, 34th and 35th Streets
Herald Square

Most Commanding Location in the City

An absolutely fireproof, up-to-date office building. Every room light and airy. Excellent attendance and all night elevator service. Vacuum cleaning system.

Unique Features of Location

5 Minutes to Pennsylvania Terminal.
2 Minutes to Hudson River & Newark Tubes.
10 Minutes to Grand Central, New York, New Haven & Hartford Station.
2 Blocks to Subway.
1 Block to 6th Ave. "L."
All surface cars and most important transfer point in New York.
The centre of the most important Hotels, Department Stores, and recognized retail section.

High Class Offices and Show Rooms, Single and en suite,

can be leased at **Very Moderate Rentals**

Apply to Manager, Room 622, or to your own broker.

New Office Building in the Bronx

N. W. Cor. 148th St. & Courtlandt Ave.

One block from the Leading Business and Traffic Center of the Bronx—intersection 149th St., Third, Melrose and Willis Aves. (Subway and "L" Stations).

DESIRABLE OFFICES FOR RENT
(Single and En Suite)
MODERATE RENTS.
Apply
CENTRAL UNION GAS CO.
on premises,
or J. CLARENCE DAVIES, 149th St. & 3rd Ave.

Bancroft Building
3-5-7 West 29th Street
Store, Basement and Loft, containing 7,858 sq. feet. Private elevator.
ALSO
LIGHT OFFICES,
suitable for architects, showrooms, etc.
HORACE S. ELY & CO.,
27 West 30th St. 21 Liberty St.

41 Park Row & 147 Nassau St.
Junction Park Row, Spruce & Nassau Sts.
Opposite City Hall Park,
OFFICES TO LET, Bldg. 16 stories high.
3 sides open on 3 streets.
Modern Building. Continuous Service
Apply E. A. TREDWELL, on premises.

DUN BUILDING
290 B'WAY. Cor. READE ST.
A very desirable suite to let; only one left; also one single office; rents reasonable; possession May 1.
CRUIKSHANK COMPANY, 141 Broadway.

PLEASANT OFFICES—LOW RENT.
Various-sized suites, single offices, $12 upward; also desk room; beautiful view river; convenient Subway and all elevated lines; modern 18-story. Importers and Traders' Building, 24-26 Stone; 59-61 Pearl, next Broad St.

$15 Up Month. Exceptionally light and cheerful OFFICES in Modern Fireproof Bldg. **109 Broad St**

PUBLIC NOTICES.

CITY OF NEW YORK.
Board of Estimate and Apportionment.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held March 28, 1912, the following petition was received:

TO THE HONORABLE THE BOARD OF Estimate and Apportionment of the City of New York:

Gentlemen:

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, a street surface railroad corporation, duly incorporated and doing business under and by virtue of the laws of the State of New York, hereby makes application for a franchise to construct, operate, and maintain a street surface railroad for the transportation of persons and property, together with the necessary connections, switches and turnouts, appurtenances and appliances, to be operated by electricity conducted and supplied through the overhead single trolley system, along the routes in the Borough of Brooklyn, City of New York, described as follows:

Commencing at a point at or near the intersection of Ninth Street and Fourth Avenue, and running thence in a northeasterly direction along Fourth Avenue to Flatbush Avenue and continuing across Flatbush Avenue into and along Ashland Place to Fulton Street with double tracks, and continuing from thence with a single track northerly along Ashland Place to De Kalb Avenue, and also with a single track from a point at or near the intersection of Ashland Place and Fulton Street; running in a westerly direction along Fulton Street to a point at or near the intersection of Fulton Street and Rockwell Place, and from thence northerly into and along Rockwell Place to De Kalb Avenue.

Dated March 11th, 1912.

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY,
By S. W. HUFF, President.

[Seal]

Attest: JOHN A. THAKE, Asst. Sec'y.

State of New York, City of New York, County of Kings, ss.:

On the 11th day of March, 1912, before me personally came S. W. Huff, to me known, who, being by me duly sworn, did depose and say: That he resides in the Borough of Brooklyn, City of New York; that he is the President of the Coney Island and Brooklyn Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

GEORGE P. FORT,
Notary Public, Kings County.

and the following resolutions were thereupon adopted:

Whereas, the foregoing petition from the Coney Island and Brooklyn Railroad Company, dated March 11, 1912, was presented to the Board of Estimate and Apportionment at a meeting held March 28, 1912,

Resolved, That in pursuance of law this board sets Thursday, the 25th day of April, 1912, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in the City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

The Times and the New York Press designated.

JOSEPH HAAG, Secretary.

New York, March 28, 1912.

TO LET FOR BUSINESS PURPOSES.

44 West 39th St.
Elegant Shop, 100 ft. deep, with large room in rear. Also
OFFICES & STUDIOS.
PEASE & ELLIMAN, Agents,
340 Madison Av. Tel., 6200—Bryant.

14th St., 138-146 West—3 Lofts
125x100; steam power; large electric elevator.
DUROSS CO., 155 West 14th St.

40th, 520 West.—Five-story loft building to lease; reasonable rent. Apply Joseph Feist, 408 West 42d.

PIANOS AND ORGANS.

PLAYER PIANOS $275

88 Note—Best in the World.
Lang System.
241 W. 42d St.

WINTERROTH PIANOS,
105 East 14th St. and 14 West 125th St.
Bargains, upright pianos, $75 up; $5 monthly. Chickering Grand, $100; player-pianos, $350 up.

BANKRUPTCY SALES.

CHARLES SHONGOOD, U. S. AUCTIONEER for the Southern District of New York, in Bankruptcy, by direction of the Trustee and pendent to the order of this Court, will sell the property of the bankrupt which is described below at Public Auction on Monday, April 29th, 1912, at 10:30 A. M., at the factory of The Enos Company, situated at 16th Street and 7th Avenue, Borough of Manhattan, and each working day thereafter until all sold.

The property to be sold consists of all the right, title, and interest of the Trustee in and to the assets of The Enos Company in Bankruptcy as follows:

Consisting of a very fine collection of sample fixtures, made by The Enos Company, located in the Show Rooms, on the first floor of the factory. All the office furniture, consisting of roll and flat top desks, safes, mahogany and oak tables, chairs, typewriters, adding machines, filing cabinets, rugs, curtains, etc.; also a large collection of stationery, printed forms for factory and office, time clocks, etc.

Foundry equipment, consisting of flasks, moulding machines, and a complete equipped sheet metal department, including shears, rolling machines, and bending machines. Complete commercial photographic outfit. Lacquer ovens and lacquer spraying machine complete with compressor. The entire contents of the plating department, including dynamo, stone tanks, etc. Dipping crocks and large lead pickle tank, buffing and polishing lathes, buffing and polishing department supplies. Chandelier makers lathes, each lathe being equipped with chuck and small tools. Bench vices, tube rolling machine, spinning lathes, and large collection of maple spinning chucks. Annealing furnace, machinery for making gas cocks and brackets, a large stock of various fixture shells, made only by the Enos Company and other supplies incidental to the manufacture of fixtures. A large stock of fine castings, made from Enos patterns, metal power saws, pipe threading machinery. A stock of brass tubing and iron pipe. No. 3 Bliss drawing press, 8 No. 20 Bliss blanking presses, 1,200-pound drop hammer, 3 engine lathes, planer, shaper, drilling machine, and drilling press. A large quantity of brass, spelter, lead, and other scrap, a large stock of glass ware, including an unusually large assortment of imported glass, drops, and prisms in original packages; also designing library. Being the entire contents of the seven-story building occupied by the bankrupt.

Together with the good will of the business, lately conducted on the premises by The Enos Company, bankrupt, and the right to use its trade mark, in so far as the Trustee may convey the same. This item of good will includes all the working drawings, sketches, cost records, and blue prints, and original designs, together with the diplomas and medals awarded The Enos Company for its product at various international expositions. The various items of the sale will be lotted in small lots and bids will be received for each lot.

The property may be inspected on the premises on any working day, between 9:30 A. M. and 5 P. M., on and after April 24th.

Further information regarding the terms of sale, etc., may be obtained from the undersigned Trustee or his attorneys, or at the premises of the bankrupt, corner 16th Street and 7th Avenue, N. Y. City.

Dated New York, April 19th, 1912.

ARCHIBALD DOUGLAS, Trustee,
280 Broadway, New York City.

MOSES, MORRIS & HENDERSON, Attorneys for Trustee, 32 Liberty Street, New York City.

UNITED STATES DISTRICT COURT, SOUTHern District of New York.—In the matter of RASKIN & LINDENBAUM, Bankrupts.—No. 15,651.

To the creditors of the above-named bankrupts:

Notice is hereby given that personal property belonging to the estate of the above-named bankrupts will be sold under the direction of Fred H. James, the trustee herein, at public auction under the rules and practice of this court, by Charles Shongood, U. S. Auctioneer, at No. 118 Leonard Street, in the City of New York, on April 19, 1912, at 10:30 A. M.

The property to be sold consists of one chiffonier, one rolltop desk, and one china closet.

The trustee reserves the right to withdraw any of said property from sale unless it shall bring at least 75 per centum of the appraised value.

JOHN J. TOWNSEND,
Referee in Bankruptcy,
45 Cedar Street, New York City.

New York, April 3, 1912.

BANKRUPTCY SALES.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York. —In Bankruptcy.—In the matter of PURSELL MANUFACTURING CO., Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in Bankruptcy, sells Wednesday, April 24th, 1912, by order of the court, at 10:30 A. M., starting at 5th Av. and 37th St., Borough of Manhattan, assets of the above bankrupt, consisting of the right, title, and interest of the receiver in and to all the personal property wherever situated, and particularly that situated at 5th Av. and 37th St., 53d St. and 6th Av., 78th St. and Broadway, 99th St. and Broadway, 350 West 50th St., the stable located at 235 West 53d St., the goods in storage at 266 Chrystie St., together with the good will, including the sole and exclusive right to use the name, trade marks, and trade names used in and about the business.

Also all accounts receivable of all fixtures and furnitures owned by the Pursell Manufacturing Co., bankrupt, and all stock in trade, including horses and wagons.

Also the unexpired terms of the leases of the above premises. RALPH WOLF, Receiver.
HOUSE, GROSSMAN & VORHAUS, Attorney for Receiver, 115 Broadway, New York.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York. —In Bankruptcy.—In the matter of ROSENBERG & SOLOV, Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in Bankruptcy, sells Thursday, April 25th, 1912, by order of the court, at 2 P. M., at 29 East 20th St., Borough of Manhattan, assets of the above bankrupt, consisting of cloaks, suits, woolens, silks, machinery, fixtures, &c.
ISIDOR D. MORRISON, Receiver.
SAMUEL S. BRESLIN, Attorney for Receiver, 320 Broadway, New York.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York. —In Bankruptcy.—In the matter of BROADWAY JEWELRY CO., Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in Bankruptcy, sells Monday, April 29th, 1912, by order of the court, at 10:30 A. M., at 377 Broadway, 9th floor, Borough of Manhattan, assets of the above bankrupt, consisting of plated jewelry, fixtures, &c.
NATHANIEL H. PRAGER, Receiver.
JULIUS H. REITER, Attorney for Receiver, 320 Broadway, New York.

BANKRUPTCY NOTICES.

NO. 16,166.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of FRANK PRZESTRZELSKI, Bankrupt.

To the creditors of Frank Przestrzelski, of the City and County of New York, and district aforesaid, a bankrupt:

Notice is hereby given that on the 15th day of February, A. D. 1912, the said Frank Przestrzelski was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of Nathaniel A. Prentiss, referee in bankruptcy, No. 2 Rector Street, City and County of New York, on the 30th day of April, A. D. 1912, at 12 o'clock noon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

NATHANIEL A. PRENTISS,
Referee in Bankruptcy.

April 18, 1912.

NO. 14,989.—U. S. DISTRICT COURT FOR the Southern District of New York.—CHARLES A. BALDWIN, Bankrupt.

Notice is hereby given that Charles A. Baldwin, bankrupt, has filed his petition, dated March 30th, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

NO. 15,183.—U. S. DISTRICT COURT FOR the Southern District of New York.—DAVID DAVIDSON, Bankrupt.

Notice is hereby given that David Davidson, bankrupt, has filed his petition, dated April 8th, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

NO. 16,086.—U. S. DISTRICT COURT FOR the Southern District of New York.—JOSEPH STOFF, Bankrupt.

Notice is hereby given that Joseph Stoff, bankrupt, has filed his petition, dated March 21st, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

UNITED STATES DISTRICT COURT FOR the Southern District of New York.—LOUIS C. NICOLL, Bankrupt.—No. 16,134.

Notice is hereby given that Louis C. Nicoll, bankrupt, has filed his petition, dated March 18th, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also to attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

UNITED STATES DISTRICT COURT FOR the Southern District of New York.—KALMAN J. SMITH, Bankrupt.—No. 15,566.

Notice is hereby given that Kalman J. Smith, bankrupt, has filed his petition, dated April 4th, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

UNITED STATES DISTRICT COURT FOR the Southern District of New York.—HERMAN LEHMAN, Bankrupt.—No. 14,850.

Notice is hereby given that Herman Lehman, bankrupt, has filed his petition, dated February 27th, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on May 20th, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

WILLIAM ALLEN,
Referee in Bankruptcy.

New York, April 16th, 1912.

NO. 16,012.—U. S. DISTRICT COURT FOR the Southern District of New York.—CLARK L. JORDAN, Bankrupt.

Notice is hereby given that Clark L. Jordan, bankrupt, has filed his petition, dated April 13, 1912, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on Monday, May, 20, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

NATHANIEL A. PRENTISS,
Referee in Bankruptcy.

New York, April 18, 1912.

NO. 15,936.—U. S. DISTRICT COURT FOR the Southern District of New York.—SAMUEL B. ROSENTHAL, Bankrupt.

Notice is hereby given that Samuel B. Rosenthal, bankrupt, has filed his petition, dated April 15, 1912, praying for confirmation of a composition offered to creditors herein, and that all creditors and other persons are ordered to attend at the hearing upon said petition before United States District Judges in the United States Court House and Post Office Building, in the City and County of New York, on Monday, April 29, 1912, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

NAHTHANIEL A. PRENTISS,
Referee in Bankruptcy.

New York, April 18, 1912.

NO. 15,025.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of HYMAN ROSENZWEIG, Bankrupt.

To the creditors of HYMAN ROSENZWEIG of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 4th day of May, A. D. 1911, the said Hyman Rosenzweig was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of Peter B. Olney, Esq., Referee in bankruptcy, No. 68 William Street, City and County of New York, on the 26th day of April, A. D. 1912, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

PETER B. OLNEY,
Referee in Bankruptcy.

April 18, 1912.

THE WEATHER.

WASHINGTON, April 18.—During the last twenty-four hours a barometric depression caused general rains in the Atlantic States and the Ohio Valley and snow in the upper lake region and Upper Mississippi Valley. Another storm area that covers the Rocky Mountain and plateau regions is causing scattered rains in these districts.

Temperatures have fallen considerably over the East, but have risen in the Mississippi Valley.

The disturbance now off the Middle Atlantic States will move northeastward and be attended by rains Friday in New England and the interior of New York, and will be followed by fair weather in these districts Saturday. Elsewhere east of the Mississippi River the weather will be generally fair Friday and Saturday.

The temperatures will fall Friday in the Atlantic States, from Maryland southward, and rise Friday and Saturday in the Ohio and Upper Mississippi Valleys and over the Great Lakes.

Temperature changes elsewhere will be unimportant.

Winds along the New England Coast will be brisk east, shifting to west; Middle Atlantic Coast, moderate west and northwest; South Atlantic Coast, light to moderate west.

Steamships departing for European ports will have brisk west winds and fair weather to the Grand Banks.

FORECASTS FOR TO-DAY AND SATURDAY.

Eastern New York—Cloudy, probably rain, in northern portion Friday; Saturday fair; moderate to brisk west winds.

Southern New England—Rain followed by *clearing Friday; Saturday fair; brisk east* shifting to west winds.

New Jersey and Eastern Pennsylvania—Cloudy Friday; Saturday fair; moderate west winds.

Northern New England—Rain or snow Friday; Saturday fair; brisk east shifting to west winds.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

	1911.	1912.		1911.	1912.
3 A. M.	37	43	4 P. M.	56	48
6 A. M.	35	43	6 P. M.	57	47
9 A. M.	43	47	9 P. M.	53	43
12 M.	49	47	12 M.	51	45

This thermometer is 414 feet above the street level. The average temperature yesterday was 42; for the corresponding date last year it was 46; average on the corresponding date for the last thirty-three years, 49. The temperature at 8 A. M. yesterday was 45; at 8 P. M. it was 46. Maximum temperature, 53 degrees at 1:10 P. M.; minimum, 43 degrees at 8:15 P. M. Humidity, 96 per cent. at 8 A. M., 87 per cent. at 8 P. M.

FIRE RECORD.

A. M. Loss.
2:20—29 Ferry St.; National Letter Co....$500
6:10—449 W. 36th St.; Kate Maxwell....None
11:45—128 W. 42d St.; Pease Piano Co....$1,000
11:28—339 E. 39th St.; John Sweeney.......$10
P. M.
12:03—213 E. 106th St.; A. Ruralo..........$200
12:12—530 E. 138th St.; M. Harris............Slight
1:30—73 E. 101st St.; G. Rebele.............$100
4:30—111 E. 58th St., Leiderkranz Society..$500
4:55—2 Cannon St., Michael Byorsky..Trifling
5:25—69 Jackson St., T. Borris.........Trifling
5:40—9 Bronx Arcade, United States Vault Light Company..........Trifling
6:40—2,072 7th Av., Mrs. J. Whittaker......$10
6:35—116 Lewis St., Samuel S. Chaer..Trifling
6:55—853 7th Av., Martin Sewell............$25
7:10—607 Grand St.; M. Lewis.........Trifling
7:50—41 Spruce St.; E. & C. D. Williams.$2,000
9:30—2,150 East Aqueduct Av.; F. Hood.$1,500
10:55—Broadway and Barclay St.; Woolworth Building..............$250

ESTATES APPRAISED.

Deputy State Controller Wallace S. Fraser transmitted the following appraisals under the inheritance tax law yesterday to Anthony J. Barret, Chief Clerk of the Transfer Tax Office of the Surrogates' Court:

Estate of HUGH J. GRANT, (died Nov. 3, 1910;) realty, 20 East Seventy-second Street, $175,000; 41 and 43 Maiden Lane, $275,000; 90 Gansevoort Street, $14,500; 92 Gansevoort Street, $14,000; 97 and 103 Horatio Street, $85,000; 309 West Fifty-fourth Street, $34,000; 311 West Fifty-fifth Street, $84,000; 362 West 149th Street, $70,000, less mortgage of $45,000; southeast corner of Hunts Point Road and Southern Boulevard, $48,000; one-third interest in lot in Dyckman Street, east of Nagle Avenue, $45,000, less mortgage of $43,000; one-third interest in property at White Plains, $45,000, less mortgage of $15,212.97; one-half interest in property known as Russell Farm, Oyster Bay, L. I., $11,447.54; personalty, including bonds of the following: Brooklyn Rapid Transit Company, $20,875; Consolidated Tobacco Company, $160,000; Consolidated Traction Company, $15,525; Cincinnati, Hamilton & Dayton Railroad Company, $61,000; Cicero Gas Company, $82,600; Consumers' Light, Heat and Power Company, $40,000; Distillers' Securities Corporation, $24,090; Durland Company, $4,095; Eastern Pennsylvania Railway Company, $48,750; Memphis Consolidated Gas and Electric Company, $184,450; New York Gas, Electric Light, Heat and Power Company, $291,362; 3,795 shares Brooklyn Rapid Transit Company, $295,061.25; 477 shares Central Trust Company of New York, $486,540; 6,065 shares Consolidated Gas Company, at 136¼, $826,356.25; 1,000 shares Great Northern Railway Company, $127,375; 2,000 shares Herald Square Realty Company, $300,000; 2,339 shares Kings County Electric Light and Power Company, $285,358; 1,240 shares Lawyers Title Insurance and Trust Company, $310,000; 2,137 shares Northwestern Gas, Light and Coke Company, $185,919; 4,382 shares Union Carbide Company, $449,155; 1,000 shares Universal Gas Company, $106; 600 shares United Metals Selling Company, $144,600; 3,889 shares Ogden Gas Company, $155,560; 25 shares Thomson Hill Land and Improvement Company, $273,048; net estate, $9,245,476.39.

Estate of THEODORE CLARK CASKIN, (died June 3, 1911;) net personalty, $1,689.11.

Estate of FERDINAND STEINLE, (died June 15, 1911;) net personalty, $39,239.41.

Estate of SUSAN CURTIS, (died March 14, 1911;) net personalty, $2,762.42.

Estate of DANIEL RAFFERTY, (died Dec. 6, 1910;) net personalty, $2,509.40.

WILLS FOR PROBATE.

MOSES WEINMAN, (died April 11;) left more than $25,000 realty and more than $25,000 personalty; $5,000 to each of the following: Mount Sinai Hospital, Hebrew Orphan Asylum, Hebrew Sheltering Guardian Society, Beth Israel Hospital, German Hospital Dispensary, Montefiore Home, Home for Aged and Infirm Hebrews, Educational Alliance, Hebrew Technical Institute, Hebrew Infant Asylum, Young Men's Hebrew Association, Jewish Protectory and Aid Society, Presbyterian Hospital, and St. Vincent's Hospital; to Rachel Weinman and Bertha Weinman, sisters, legacies of unestimated value.

ADOLPH WEISSBEIN, (died March 2;) left $10,000 realty and $1,000 personalty; to Charlotte Wessbein, wife.

BOARD OF EDUCATION.

In view of the Titanic disaster District Superintendent Grace C. Strachan, President of the Interborough Association of Women Teachers, announces that the sixth annual dinner of the association, which was to have been held to-morrow evening, has been postponed until May 11. This action has been taken with the approval of Mayor Gaynor, one of the invited guests. It is said that more than 1,800 teachers have sent in orders for seats. The Titanic disaster also led to the postponement of the dinner of the local school board, which was to have been held at the Aldine Club last evening.

The Curtis High School's annual senior entertainment will be given this evening in the German Club's rooms at Stapleton, S. I. The scholars will appear in George Bernard Shaw's play, "You Never Can Tell."

The Board of Retirement has approved of thirty-two applications of teachers for retirement. Among the applicants is Henry Delmain of Public School 27, Queens Borough.

The City Teachers' Association has renominated Magnus Gross for President, Miss Florence M. Moffitt for Financial Secretary, and Daniel B. Lane for Secondary Secretary. Miss Katharine A. McCann has been chosen to succeed Miss Josephine R. Rogers as Vice President, and Rufus A. Caris will succeed Miss McCann as Treasurer. Dr. James J. Sheppard has been renominated for Librarian.

It has been decided by the Board of Retirement to make a thorough inquiry into the teachers' retirement law and the pension fund for teachers. It is said that there are many inequalities in the present law, and, as an instance, it is stated that the Normal College last year paid in only $3,000 to the fund and drew out of it almost $24,000.

The pupils of Public School 10, Manhattan, are planning to organize an alumni association. The first class was graduated in 1896.

POLICE AND FIRE NEWS.

Police Department.

Designated Acting Mounted Sergeant—Mounted Patrolman James F. Murphy, 74th Precinct.

Transferred and Dismounted—Sergt. Otto J. Walch, from 74th to 26th Precinct; Patrolman E. J. Hughes, 74th to 40th Precinct, and designated as Acting Mounted Sergeant, revoked.

Seventy-fourth Precinct to precinct indicated—J. J. O'Brien, 1; C. Kinnane, 28; J. J. Duggan, 36; G. J. Schoeppler, 40; C. Reilly, 26; F. Fink, 31; J. L. Wendell, 36.

Transferred and Mounted—Patrolmen: D. J. O'Leary, 1; F. F. Manning, 31; W. Cerny, 36; J. Loughman, 77; C. F. Sullivan, 28; J. J. Post, 36; G. S. Booth, 77; W. Nelson, 77.

Transfers to 67th Precinct from precincts indicated: A. J. M. Weldon, 66th; H. Schultz, 66th; B. Goldman, 66th; H. E. Roosa, 68th; C. P. Rogers, 68th; G. W. Hoffman, 68th; J. M. Manning, 69th; T. F. Haugh, 69th; E. J. Traynor, 69th; T. L. O'Brien, 74th; E. F. Meenagh, 74th; B. Jacobs, 74th; J. MacIntyre, 77th; D. J. McNichol, 77th; P. K. Wood, 77th; E. G. Hager, 79th; M. D. O'Connell, 79th; E. E. McDonald, 79th.

Appointed special patrolmen, City Magistrates' Courts, First Division—W. J. Butler and M. A. Sullivan.

Relieved from suspension—Patrolman Louis Buttner, 15th Precinct.

Suspended—Patrolman Joseph R. Reynolds, 118th Precinct.

Fire Department.

Promoted to Engineer of Steamer and assigned as indicated: Firemen—James A. Keating, Engine 23 to same; Frank Sureus, Engine 11 to Engine 14; George B. Asip, Engine 105 to Engine 103, and Thomas R. Daly, Engine 169 to Engine 6.

Transfers: Assistant Fire Marshal John McGough, Brooklyn to Manhattan. Engineers of Steamer—John Petz, Engine 14 to 88; Elia A. Dunn, 18 to 81, and George W. Hurst, 20 to 126.

Dismissed from the department: Fireman Michael A. T. O'Sullivan, H. & L. 15, charge, absence without leave for more than five days.

Appointed Inspectors, Bureau of Prevention for an emergency period of fifteen days: Daniel C. Finn and Thomas F. O'Keefe.

Resignation—Fireman John Franz, Jr., H. & L. 11.

THE CIVIL SERVICE.

City.

The Municipal Civil Service Commission has granted the request of the Commissioner of Public Works, Manhattan, that Andrew A. Lanahan, stenographer and typewriter at $1,500 a year, be transferred to clerk at the same salary.

The commission has received a report from Examiner Ihlseng regarding the proposed examination for assistant engineer, with knowledge of illumination. He states that the position of assistant electrical engineer, grade E, Fire Department, is of equal importance and practically identical in its requirements. The commission has approved his recommendation that the examination for the two positions be held under the title of assistant electrical engineer, grade E, and that public announcement be made that there is a vacancy in the Department of Water Supply, Gas, and Electricity and a vacancy in the Fire Department.

The commission has also received and approved a report of Examiner Ihlseng relative to the inquiry of Joseph Silverstein, who is No. 2 on the list of rodmen, grade C, if he can be certified in the same manner as transitmen to the position of engineer inspector. He was suspended as a leveler for lack of work. Mr. Ihlseng stated that he could not indorse the request, as the position of leveler has been discarded and that of rodman is much lower than that of transitman and not equivalent to that of engineer inspector.

United States.

The United States Civil Service Commission announces an examination to fill a vacancy in the position of plate cleaner at $3.20 a day in the Bureau of Engraving and Printing, Washington, D. C. Only those applications which are properly executed and filed with the United States Civil Service Commission, Washington, D. C., in complete form, prior to the hour of closing business on May 11, will be considered. No educational test will be given, and it will not be necessary for applicants to appear at any place for examination. The subjects will be as follows, weighted as indicated: Physical ability, 40; training, experience, and fitness, 60. The age limit is 20 years or more on the date of the examination. Applicants should at once apply for Form 1,800 to the United States Civil Service Commission at Washington or to H. C. Coles, Secretary of the commission, at the New York Custom House.

THE UNITED SERVICE.

Special to The New York Times.

The Army.

WASHINGTON, April 18.—First Lieut. O. L. Bounzell, Eleventh Infantry, transferred to the Thirteenth Infantry.

Lieut. Col. S. L. Faison, infantry, unassigned, is assigned to the Fifth Infantry.

First Lieut. P. M. Goodrich, infantry, unassigned, is assigned to the Eleventh Infantry. He will be assigned to a company by his regimental commander.

First Lieut. J. C. Dougherty is relieved from duty at Fort Bliss, Texas, to take effect at such time as will enable him to comply with orders.

First Lieut. W. F. Pearson, Twenty-third Infantry, will proceed at once to Fort Slocum, New York, and report to the commandant of recruit depot.

Leave for one month granted Major W. L. Kenly, Fifth Artillery.

Each of the following Second Lieutenants of the Coast Artillery is relieved from duty and attached to the company indicated after his name and assigned to the company specified:

W. Smith, now attached to the One Hundred and Sixty-ninth Company, to the One Hundred and Twenty-sixth Company; H. J. Knerr, from Fifty-eighth Company to One Hundred and Forty-ninth Company; R. N. Perley, from the Forty-first Company to the Fifty-ninth Company; H. G. Douglass, from the One Hundred and Sixty-eighth Company to the One Hundred and Thirty-first Company; G. F. Humbert, from the Sixth Company to the Sixty-fourth Company; J. R. Cygon, from the Sixty-ninth Company to the One Hundred and Fifty-fourth Company; L. H. Campbell, Jr., from the One Hundred and Sixty-sixth Company to the Fiftieth Company; A. W. Ford, from the Thirty-fifth Company to the Ninety-third Company; J. H. Birdsall, from the One Hundred and Sixty-sixth Company to the Thirty-third Company; H. De F. Burdick, from the Thirty-fifth Company to the Thirtieth Company; F. R. Sessions, from the One Hundred and Sixty-ninth Company to the Seventy-first Company.

First Lieut. J. H. Dickey, Fifteenth Cavalry, appointed an Acting Quartermaster and an Acting Commissary in connection with the historical and staff rides of the class at the Army War College, Washington Barracks, District of Columbia.

Leave for fifteen days granted First Lieut. I. F. Fravel, Fourteenth Infantry.

First Lieut. W. P. Boatwright, Coast Artillery Corps, will proceed to Reed Hospital, District of Columbia.

Major W. H. Tschappat, Ordinance Department, is detailed as Professor of Ordnance and Science of Gunnery at the United States Military Academy.

Leave granted Capt. S. G. Jones, Eleventh Cavalry.

Capt. W. P. Tefft, Medical Corps, is detailed as a member of the Board of Officers of the Medical Corps.

Capt. G. B. Sharon and Second Lieut. J. G. Thornell, Fourth Infantry, are detailed as members of the Board of Officers appointed to meet at Fort Logan H. Roots, Arkansas.

Lieut. Col. M. G. Zalinski, Deputy Quartermaster General, proceed to Peekskill, N. Y., inspecting factory of the Peekskill Hat Manufacturing Company.

Leave granted Capt. A. E. Williams, Nineteenth Infantry.

The Navy.

Lieut. J. B. Howell, detached from School Marine Engineering, Naval Academy, Annapolis, to Union Iron Works, San Francisco, in connection with fitting out F—1 and command when commissioned.

Movements of Naval Vessels.

Arrived—Louisiana, at Norfolk; Chauncey, at Chinkiang; Barry, at Nanking; North Carolina, at Portsmouth, N. H.; Glacier, at Honolulu; Florida, at Navy Yard, New York; North Dakota, at Tompkinsville; Sylph and Tecumseh, at Washington; San Francisco, at Norfolk; Castine, Reid, Flusser, Preston, and Smith, at Hampton Roads; Mayflower and Dolphin, at Washington; Mississippi, C—2, C—3, C—4, C—5, D—1, D—2, D—3, E—1, and E—2, at Lynnhaven Bay.

Sailed—Marietta, from Portsmouth, N. H., for Navy Yard, New York; Dixie, from Guantanamo for Navy Yard New York; Patterson, Ammen, Burrows, Monaghan, and Trippe, from Guantanamo for Boston; Florida, from Tompkinsville for Navy Yard, New York; Washington, from Piney Point for Philadelphia; Nebraska, from Hampton Roads for New Orleans, via Key West; Reid, Flusser, Preston, Smith, and Roe, from Norfolk for Hampton Roads; Patapsco, from Norfolk for Tangier Sound; Nanshan, from Shanghai for Nagasaki; Mayflower and Dolphin, from Washington Navy Yard for Washington City; Mayflower and Dolphin, from Washington City for Washington Navy Yard; Yorktown and Prometheus, from Panama for San Jose de Guatemala.

REVENUE CUTTER ORDERS.

Special to The New York Times.

WASHINGTON, April 18.—Following were the orders issued to-day in connection with the Revenue Cutter Service:

April 15.—First Lieut. H. G. Hamlet detached from duty as Assistant Inspector, Life Saving Service, ordered to command the Tahoma; Capt. W. W. Joynes detached from the Tahoma upon relief.

April 16.—First Lieut. of Engineers H. U. Butler granted ten days' leave, commencing April 18.

April 18.—Second Lieut. William Williams detached from the Mackinac and ordered to special duty at the department; Second Lieut. F. L. Austin preparatory orders to the Unalga.

Sub-boards convened to met at the following ports on May 6, 1912, for examination of candidates for appointment as cadet engineers:

At Boston, Captain of Engineers F. E. Owen; at New York, Captain of Engineers J. H. Chalker; at Philadelphia, First Lieutenant of Engineers R. E. Wright; at Detroit, Capt. F. H. Heake; at Port Townsend, Senior Capt. F. M. Dunwoody.

Personal

Wanted—Rich people to adopt a boy of Jewish parentage, one month old; healthy and refined. Call any evening after 6, Rosenburg, 91 Lewis St.

SCHULTZ, A.—Communicate with uncle or M. K.; your advantage; mother not at ease.

Pianos and Organs

Piano or player piano, standard make, (new,) in exchange for four large real rugs. Call, Andrews, 17 East 14th St.

Sohmer upright piano, beautiful tone, in good condition, sacrifice for $100. 237 West 49th St.

Piano, $350; Sebastian Sommer; slightly used; stool, cover, and delivered, $100. Y 34 Times.

$250, customary price, new mahogany piano, for $115, immediate cash. R. 801, 305 5th Av.

Player piano; standard make; 88 note; bench, music; sell at sacrifice. 316 West 42d.

$350 mahogany piano for $215 this week; $10 cash, $6 monthly. R. 801, 305 5th Av.

$550 new player piano, 88 notes, $295 for immediate cash. R. 801, 305 5th Av.

For Sale

SLIGHTLY used office furniture, safes, typewriters, adding machines, cash registers, multigraphs, filing cabinets, neostyles, addressograph, wardrobes. Nathan's, West Broadway, corner White.

Publishing concern moving to new offices will sell furniture at low price; desks, files, cabinets, &c.; also oak partitions. Call Room 808, 1,170 Broadway, New York.

Plant of thirty Singer machines and five horse power motor. Apply Engineer, 202 Greene St.

Lost

LOST.—April 16, package in white tissue paper, tied with narrow green braid, either left on newsstand, North Philadelphia station, or on 2:44 train to New York, or in taxi from Pennsylvania Terminal to West 83d St.; reward and no questions asked. Return to Brandreth, 1 West 83d St.

LOST—Chamois pocketbook, containing lady's solitaire diamond ring and owner's card; $100 reward and no questions asked for return of same to Harry V. Smith, care Brokers, Hotel Rector.

LOST.—Liberal reward for part of diamond brooch, containing 32 diamonds, lost between Broadway Theatre and 82d St., near 5th Av., on Wednesday, April 10. Dreicer & Co., 560 5th Av.

LOST.—Open-face, stem-wind Waltham watch, gold-filled case, engraved "C. F. Forssell, presented by Mr. and Mrs. W. H. Tomlinson"; reward offered. C. F. Forssell, Herald Square Hotel.

LOST.—On Saturday evening, lady's diamond horseshoe pin, Shanley's restaurant or New York Theatre Roof. Reward $65 if returned to 10 West 8th St.

LOST.—At Hotel Astor, on Wednesday night, a gold engraved bracelet, set with three diamonds; reward. Mrs. R. F. Ferguson, 128 West 122d St.

LOST.—Watch fob, closely woven chain fob with locket containing small diamond. Reward if returned to R., 1,601 Flatiron Building.

LOST.—Sunday, handsome fraternity pin, marked E. B. Graves, '97; reward. Mrs. E. B. Graves, Hotel Laurelton, 147 West 55th St.

LOST.—On 5th Av., between 31st and 46th Sts., *or Riverside Drive, an old cameo brooch.* Liberal reward if returned to 120 West 57th St.

LOST.—Small bar pin, diamonds set in platinum; marked "Aug. 26th." $20 reward if left at Hotel Algonquin for Mrs. F. A. Walton.

LOST.—Sunday, handsome fraternity pin, marked E. B. Graves, '97; reward. Mrs. E. B. Graves, Hotel Laurtelton, 147 West 55th St.

LOST.—Gold wreath pin, pearl pendant, between 122d St. and Carnegie Hall, Sunday night; reward. Eglee, 515 West 122d St.

LOST—Drop seed pearl earring, between Beaux Arts Cafe and 42d St., April 14; liberal reward. Gardiner, 15 Central Park West.

LOST—Express receipt book of the United States Express Company. Reward for return to William Lennox, 8 East 34th St.

LOST.—Pearl necklace, stone clasp, Monday, April 15, Broadway, 57th to 67th St.; reward. Nord, 37 West 42d St.

LOST—April 16, circle of sapphires and diamonds; reward. Room 1,440, 30 Church St.

LOST—Purse, 141st St. and 7th Av.; reward. Call Weissman, 2,432 7th Av.

WILL the person sitting back of me on Wednesday and who picked up my pearl and diamond pin return same and avoid further trouble? V. W., 909 7th Av.

$50 REWARD

for bracelet watch, gold strap and buckle, white dial, surrounded with diamonds; lost 8 P. M. Wednesday, Carnegie Hall, 56th St. entrance. Black, Starr & Frost, 438 5th Av.

Lost and Found, Cats, Dogs

UNWANTED DOGS AND CATS should be taken to the A. S. P. C. A. Shelter for Animals, 102d St. and East River, or the Ambulance House at 111 East 22d St. Owners of lost dogs and cats and responsible persons wishing to secure pets should apply at the Shelter.

Found

FOUND, April 17—INTERBOROUGH RAPID TRANSIT CO. Apply Lost Property Bureau, 9 Morris St.: 2D AV. ELEVATED—Satchel, blueprints, overalls, rule. 3D AV. ELEVATED—Umbrella, satchel, handbag, fob, magazine, gloves, shoes, coat, underwear, bag, shirt, wire, cotton. 6TH AV. ELEVATED—Purse, eyeglasses, papers, gloves, book, samples, vest, cigarettes, cards, box of rubbers, key, wood. 9TH AV. ELEVATED—Umbrella, portfolio, glove, horseshoe pads, tool. SUBWAY—Five umbrellas, 2 canes, suit case, bag, bracelet, pin, case, ticket, music, sketch, booklet, gloves, slippers, flannel, pump, soap, bayrum, billy, tin pail.

FOUND, April 17—NEW PENNSYLVANIA STATION. Apply Baggage Room, 33d St. and 7th Av.: Umbrella, kite, package, gold pin, umbrella, handbag, hook, eyeglasses, derby hat, nightshirt, false teeth, cigar cutter.

FOUND, April 17.—HUDSON & MANHATTAN R. R. CO., HUDSON TUBES. Apply 137 Christopher St.: Card case, papers, gloves, cup, collars, picture, photo, blue print, music stand, calendars, book, 4 umbrellas.

FOUND, April 17—ERIE RAILROAD. Apply Information Bureau, Jersey City: Umbrella, package, rubbers, hatpin, umbrella, package, hatchet, knife, ticket, overcoat, dress suit case, handbag, aprons.

FOUND, April 17—NEW YORK CENTRAL, NEW HAVEN & HARTFORD RAILROAD. Apply Lost Property Bureau, Grand Central Station: Cane, coat, packages, box.

FOUND, April 17—LACKAWANNA RAILROAD. Apply Information Bureau, Hoboken, N. J.: Five umbrellas, 3 packages.

FOUND, April 17—PENNSYLVANIA RAILROAD. Apply Information Bureau, Jersey City: Umbrella, package, rubbers.

FOUND, April 17—LONG ISLAND RAILROAD. Apply Lost Property Bureau, Long Island City: Bag, lunch box.

Business Opportunities

$25,000 will buy a substantial interest in one of the finest importing businesses in the United States; entirely non-speculative, practically non-competitive, and capable of extensive development; business may pay 20 per cent. on the investment besides a salary; investor to control funds and assume management; must be very well educated, entirely capable, and absolutely reliable; an excellent opportunity for one seeking a permanent, profitable, and highly desirable vocation; no communication will be considered unless legal or banker's references are mentioned. Address L 115 Times.

I will sell to responsible party my beautifully developed $8,000 plantation in best health resort district to South for $3,500; 10 p. c. cash, balance easy payments; plantation has shown handsome profits each year; equipped with best up-to-date improvements and implements; business interests call me abroad; brokers need not answer; references exchanged. K 115 Times Downtown.

Partner.—Two young men whose character and ability will stand strictest investigation offer partnership opportunity to young gentleman investing $5,000 to $10,000 with services in original, clean advertising proposition on which preliminary work has been done; will incorporate; highest references. C 241 Times, Downtown.

To manufacture and market my Ozonized Oxygen—Pineozon—the best air purifier, which will be used in all theatres, moving-picture shows, Pullman cars, churches, ballrooms, &c., and also other best preparations, want partner or corporation with few thousand dollars. Address Dr. Heinzel, 143 East 58th St.

A corporation doing an increasing business, wishes to still further increase their business through the co-operation of a few new stockholders to whom they will sell a few shares each; can show big returns on investment. 'Phone 6267 Bedford.

Unusual opportunity for reliable man with $3,000 cash to join me with equal amount in light manufacturing business; goods in demand; business will pay large income; no special experience necessary; permanent future. Legitimate, L 107 Times.

A well-organized selling agency is needed to act as selling agent for an established pecan development company; groves located in Georgia; liberal arrangements made with company that can sell acreage. Write W. W. Pell, 20 Broad St.

PIANIST or dancing master, with $1,000 cash, may become partner in establishing most select dance hall and school, in high-class central location; make appointment for meeting for complete details. Mr. Sabine, L 67 Times.

MOVING PICTURE.
With $2,500 you can secure interest (active or silent) in biggest picture proposition known. Now playing to thousands. Life time opportunity. Guarantee, L 66 Times.

Capital wanted to finance two building enterprises in New York; have tenants who will lease long term; 8 per cent. net basis; one requires $300,000 for equity and one $40,000. G. H. Wells, 11 East 24th St.

Protected investment and lucrative business connection open to experienced and trustworthy business man with $1,000 or more ready cash. Address L 114 Times.

Thoroughly reliable and well established corporation marketing specialty wants high-class man with capital; official position; investment secured. K 155 Times.

Two manufacturers seek office man, partner, with $5,000, taking over factory, showing good results. C 243 Times Downtown.

Business Notices

Gray's Multigraph Typewritten Letters, $1.00 1,000. Samples submitted. Telephone 1332 Cortlandt. Gray, 93 Nassau.

Boarders Wanted

West Side.

5TH AV., 46.—Large and small rooms; gentlemen, couple; table guests accommodated; references.

11TH, 112 and 114 WEST.—Pleasant rooms; exceptional table and service; table boarders accommodated.

11TH ST., 23 WEST.—Comfortable furnished rooms; running water; telephone; with board.

16TH ST., 20-22-33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

92D, 54 WEST.—Desirable large rooms; piano; $10-$18; superior table. Telephone 9939 Riverside.

44TH ST., 260 WEST.—Alliance House, "Quiet Place for Quiet People"; single rooms, including board, $10 per week; use of bath; suites, consisting parlor, sleeping apartments, private bathroom, $30 up per week, including board for two; other double rooms; steam heated throughout; elevator service. 'Phone 793 Bryant.

48TH ST., 117 WEST.—Large, small rooms; private baths; table; house strictly first class; references.

54TH ST., 54 WEST.—Large and small rooms; first-class references; table guests.

64TH ST., 115 WEST.—Large, pleasant room, suitable for one or two; excellent table; moderate.

70TH, 151 WEST.—Second-story room; private bath; hot water supply; room telephone; references.

269 WEST 70TH ST.
Attractive rooms; 'phone; Sub.; board optional.

71ST ST., 130 WEST.—Two large connecting rooms; every convenience; excellent table; Subway, "L."

72D, 152 WEST.—Room, board, piano, for young ladies studying music, art; references; moderate.

72D ST., 131 WEST.—Large and single rooms; southern exposure; private baths; table guests; references.

72D ST., 159 WEST.—Large, square room; also hall room; parlor dining room; references.

175 WEST 73D ST.
Pleasant rooms; telephone; subway; "L"; excellent board.

76TH ST., 110 WEST.—Unusually attractive accommodations; private bath; modern improvements; excellent table; table guests.

76TH, 237-239 WEST.—Large, medium rooms, private bath; high-class house; excellent table.

76TH ST., 249 WEST.—Desirable rooms; parlor dining; *table board; references.*

76TH ST., 113 WEST.—Medium sized room; hot and cold water; also hall room; references.

78TH ST., 168 WEST.—Lovely rooms; improvements; excellent table; central location; private family; board optional.

80TH ST., 108 WEST.—Party desiring real home, accommodated by lady having large residence; superior table, refined atmosphere; references required.

80TH ST., 124 WEST.—Large and small rooms; private surroundings; exceptionally good table; very reasonable.

81ST ST., 156 WEST.—Unexpectedly vacated, double and single rooms, with board; table boarders accommodated.

82D ST., 128 WEST.—Every room bath, steam heat, electric lights, parquet floors; catering; telephone.

82D ST., 50-52 WEST.—Rooms, singly or en suite; baths; electricity. Phone Schuyler 8397.

83D ST., 55 WEST.—Small private boarding house will rent entire floor with bath, or singly; board optional; Summer rates.

84TH, 53 WEST.—Summer prices; bright room; excellent board; suitable gentlemen; with Jewish family.

82D ST., 55 WEST.—Medium room; also hall room; bath, running water adjoining; moderate.

86TH ST., 137 WEST.—Can accommodate a gentleman in exclusive, refined Jewish home; easy access Subway and all surface lines; references.

93D ST., 128-130 WEST.—Rooms in high class boarding house; reasonable; table guests; telephone.

93D, 304 WEST.—Newly decorated, beautifully furnished double and single rooms; table a specialty.

101ST ST., 215 WEST, Corner Broadway.—Corner room; private bath; southern exposure; single room, adjoining bath; Summer rates; home cooking; excellent table. Masline.

105TH ST., 309 WEST.—Beautifully equipped new private dwelling; just opened; overlooking Hudson; extra large rooms; connecting dressing rooms and fine shower baths; running water in every room; superior to any boarding house; table guests accommodated.

114TH ST., 526 WEST.—Small, light, airy room; running water; closet; table guests.

120TH, 417 WEST.—Large front room, elevator apartment; special rates, business person. Mars.

123D ST., 519 WEST.—Acropolis Hotel, near Riverside; single rooms, suites; board optional; reasonable rates.

137TH, 602 WEST.—(Broadway Subway); high class accommodations; front room, suitable two; excellent German cooking; refined private family; elevator. Apartment 43.

140TH ST., 455 WEST.—Large room; electric light; unexcelled cuisine; table guests. 'Phone Audubon 7217.

142D St., 512 WEST, (Near Riverside.)—Pleasant front rooms; telephone; excellent table board; moderate.

144TH ST., 472 WEST.—Private residence; exceptionally clean; desirable accommodations; excellent table board; reasonable rates.

144TH, 600 WEST.—Cozy front room, $4; elevator apartment; all improvements; B-2; call evenings.

145TH ST., 613 WEST.—Large room overlooking Hudson; running water; closets; good board; telephone; references.

145TH ST., 412 WEST.—Desirable accommodations; couple, $18; bath adjacent; superior table; private house; references.

LA PORTE HOTEL, 117th St. and Amsterdam Av.—First-class apartment hotel; elegant rooms, single, en suite; newly decorated; terms moderate; highest elevation in Manhattan; home cooking.

LARGE, small rooms; private bath; near park; subway; elevated; excellent table. 48 West 91st St.

A.—WAVERLEY PLACE, 103.—Elegantly furnished rooms, with private bath; large closets; phone; $16 to $20 week; hotel service.

East Side.

63D ST., 23 EAST, (cor. Madison Av.)—Fine rooms; excellent board optional; reasonable prices.

80TH ST., 140 EAST.—Second floor suite; elevator; other single rooms; fine table; reasonable.

IRVING PLACE, 47.—Newly furnished, large and small rooms; excellent board; table guests; telephone.

MADISON AV., 71.—Large and small rooms, with board; best accommodations; telephone; references exchanged.

MADISON AV., 839, (70th St.)—Large, handsome rooms, with board; breakfast in rooms; references.

A1.—107 MADISON AV.
ROOMS, WITH OR WITHOUT BOARD.

Brooklyn.

MONTAGUE TERRACE, 5, 7, 9, (Heights.)—Overlooking river; connecting mansions; Subway, five minutes Wall St.; seaside; neighborhood house; table high class; rates $9, $30 per week. 905 Main.

Furnished Rooms

West Side.

5TH AV., 25, (9th.)—Refined surroundings; nice hall room, one flight front; breakfast optional.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

19TH ST., 237 WEST.—Large, light room; hot water; bath; suitable one or two gentlemen.

20TH, 428 WEST.—Furnished single, double rooms, all improvements; opposite campus Seminary; telephone.

22D ST., 426 WEST.—Handsomely furnished, sunny, back parlor and dressing room; running water; telephone.

36TH ST., 40 WEST.—Comfortable, large, small rooms; running water, bath; gentlemen; $8-$5.

39TH ST., 10 WEST.—Beautiful, well furnished rooms; bath; private house; gentlemen only.

46TH ST., 43 WEST.—Large and small rooms; private bath; gentlemen; refined house; references.

46TH ST., 16 WEST.—Beautiful, well furnished rooms; bath; private house; gentlemen only.

49TH ST., 247 WEST.—Parlor, bedroom, connecting; modern; electric light; furnished; first class. MRS. LELONG.

52D ST., 200 WEST, (Apartment 5D.)—Exceptionally attractive suite of two connecting outside rooms in high-class apartment with refined family.

52D ST., 54 WEST.—Elegant large, second floor, front room; all conveniences; telephone; breakfast; references.

58TH ST., 17 WEST.—Magnificent parlor suite; private bath; electricity; suitable physician or family adults.

59TH ST., 208 WEST.—Facing Central Park; furnished rooms; all conveniences; electric light; $4 up; suitable for studio.

65TH ST., 5 WEST.—Large front and back parlor; private entrance; extra clean, plenty of light and air; fine bathroom; private phone; three in family (American Christian;) references given and REQUIRED. Phone 1895 Columbus or call. Hanshe.

68TH ST., 38 WEST.—Bachelor apartments; exquisitely kept; unrivaled service; absolutely private; every modern convenience; breakfast if desired; highest references only.

139 WEST 69TH ST.
Attractive suite; private bath; small room; every convenience.

70TH ST., 138 WEST.—Attractive room; private bath; steam heat; private house; gentleman only.

70TH, 267 WEST.—Front and back rooms, with dressing rooms; electricity, telephone; board optional.

71ST ST., 351 WEST.—Attractive single rooms, $4 up; suites; private bath; gentlemen. 2317 Columbus.

72D ST., 302 WEST.—Extremely pleasant, nicely furnished, large, front room; smaller room; 'phone; gentlemen.

73D, 166 WEST.—Attractive rooms with every convenience; southern exposure; near Subway express.

74TH ST., 104 WEST.—Attractive room, dressing room attached; also small room; telephone; Summer rates.

76TH ST., 57 WEST.—Large, desirable room; attractive neighborhood; all conveniences. 'Phone 8124 Schuyler.

75TH ST. WEST.—Choice room in private house, electric light, hardwood floor, tile bath. Call No. 116; reference. Telephone 6144 Columbus.

76TH ST., 119 WEST.—Physician's office; light back parlor; conveniences; also large room, bath; handsomely furnished.

76TH ST., 125 WEST.—Handsomely furnished rooms in first-class neighborhood; breakfast optional; telephone; references.

76TH, 180 WEST.—Front room, near bath; electricity, running water; also single room; references.

77TH ST., 116 WEST.—Large and small rooms; doctor's floor; Summer rates; references required.

77TH ST. 109 WEST.—Large front room, second floor; first-class house; accessible; telephone; reasonable.

77TH, 102 WEST.—Medium-sized front room; running water; bath adjoining; private house.

78TH ST., 121 WEST.—For bachelors, medium and small rooms; baths; connecting; moderate; private family.

79TH ST., 162 WEST.—Nicely furnished rooms; Summer rates; also a parlor floor; doctor's office or musical studio.

80TH ST., 132 WEST.—Large, nicely furnished room with bath; one flight; private house; references.

81ST ST., 204 WEST.—Suite of 2 rooms; well furnished; immaculate; telephone; Subway, elevated. Sharples.

82ND, 110 WEST.—Elegantly furnished, large front room; running water; man and wife; gentleman.

82D ST., 327 WEST.—Private house, overlooking Drive; running hot, cold water; telephone; moderate. Campbell.

82D ST., WEST.—Attractive, light rooms; select modern apartment; running water. Inquire 'phone 8706 Schuyler.

84TH ST., 34 WEST.—One large second-floor room in physician's house; reasonable to satisfactory applicant; gentleman only.

87TH, 176 WEST.—Two or three connecting rooms; running water; also small room. Bruns.

91ST ST., 66 WEST.—Large rooms, private bath, new furniture; also small room, $2.50.

92D ST., 51 WEST.—Large front room; running water; bath adjoining; reasonable.

94TH ST., 34 WEST.—Large, handsomely furnished room; quiet, refined surroundings; owner; reference.

95TH ST., 336 WEST.—Lady having attractive apartment will share with lady or rent room, all conveniences, reasonable. Apt. 76.

95TH ST., (710 West End Av.)—Airy, comfortable rooms; reasonable; Subway express, trolley. Dick.

95TH ST., 145 WEST.—Large, well,furnished front room; running water; private house.

97TH, 145 WEST.—Private family; large, sunny, second floor front room; handsomely furnished; bath.

97TH ST., 150 WEST.—Large and small rooms; neatly furnished; Subway express; private family; owner.

100TH ST., 215 WEST.—Large front room, running water; private family; reasonable.

101ST ST., 10 WEST.—Two bedrooms; $3 each; suite, $5.50; use kitchen. Schmitz, Apt. 34.

103D, (58 Manhattan Av.)—Large front parlor and bedroom; elegantly furnished; breakfast optional. Russell.

107TH ST., 230 WEST.—High-class elevator apartment; attractive room, beautifully furnished; references. Gurnee.

113TH ST., 606 WEST.—Unusually light, attractive room; high-class apartment; Subway express; references. Smith.

114TH ST., 528 WEST.—Large, cool rooms; private house; telephone, bath; convenient transportation.

116TH ST., 110 Lenox Av.—Room furnished, front room, suitable for 2 gentlemen; modern improvements; near Subway express; reasonable. Inquire hallboy.

118TH ST., 430 WEST.—Large, comfortable front rooms; elevator, mail chute, telephone; subway. Robinson.

118TH ST., 405 WEST.—Attractive rooms; high-class elevator apartment; all conveniences. Apartment 41.

119TH ST., 422 WEST.—Desirable front room; two windows; reasonable; restaurant; elevator Subway, apartment 24.

122D ST, 540 WEST, Near Riverside Drive.—Beautiful front room; airy, single room. Apartment 32.

122D ST., 500 WEST.—Private family; elevator apartment; terms reasonable. Apartment 6B.

123D, 547 WEST.—Furnished; outside; elevator; two, three rooms, bath; $7, $9 week. Rose.

124TH ST., 534 WEST.—Beautiful large front; elevator, piano, 'phone, shower bath; $3; Subway. Morris.

127TH ST., 61 WEST.—Large, attractive front room, dressing room; adjoining bath; quiet, select house.

137TH ST., 253 WEST.—Cozy, comfortable furnished rooms from $2.50 up; Summer rates.

139TH ST., 601 WEST.—Near station; front room; southern exposure; electricity; elevator; reasonable. Apartment 31.

141ST ST., WEST, (One Hamilton Terrace.)—Large connecting front rooms; newly furnished and decorated.

148TH ST., 562 WEST.—Beautiful large front room; newly decorated; lavatory; elevator. Apartment 22.

BROADWAY, 2,411, (89th St.)—Parlor and bedroom; newly furnished; all conveniences; also single room; private. 3258—Riverside.

CENTRAL PARK WEST.—Room, adjoining bath; first-floor doctor's apartment near Columbus Circle. Telephone Columbus 9319.

Complete lists of furnished rooms in city and Brooklyn; full particulars free. City and Resort Realty Co., Times Building.

HAMILTON TERRACE, 11, (near 141st St. and Convent Av.)—Beautifully furnished front room with use of kitchenette; $4.50; private residence; Subway.

IN high-class apartment, two large, beautifully furnished rooms and bath, en suite or singly; breakfast if desired; references. Tel. 5827 River.

600 RIVERSIDE DRIVE,
Corner 137th, overlooking Hudson, parlor, bedroom, private bath, refrigerator, independent entrance; restaurant; exceptional. Apt. 34.

East Side.

3D AV., 131, (14th.)—Single, double, and housekeeping rooms; $2.25, $3, $3.50; telephone. Sherwood.

2,013 5TH AV., (124th.)—Handsome room; hot water, steam; Subway, Grand Central; reasonable; private.

20TH ST., 43 EAST.—Desirable room; private house; all conveniences; telephone; references.

37TH ST., 6 and 8 EAST.—Elegant, large front room with alcove; kitchenette; bath; elevator; eelctric lights; telephone. Chaffee Studio.

44TH ST., 21 EAST.—Large desirable room; bath; telephone; well kept house; reference.

45TH ST., 16 EAST.—Handsome room; private bath; square room; running water; breakfast optional; references.

48TH ST., 24 EAST.—Handsomely furnished suites; private baths; second floor, front; select house; references.

60TH ST., 134 EAST.—Well-furnished parlor floor in quiet, refined house; other rooms.

76TH ST., 32 EAST.—Attractive rooms; ideal Summer location; board optional; Summer rates; telephone.

76TH ST., 37 EAST.—Comfortable room; bright and sunny; best Summer location; private house; $4.

IRVING PLACE, 71.—Large room, private bath; small rooms, $3.50 up; board optional; telephone.

LEXINGTON AV., 809.—Physician's office, with large parlor, in private residence. Phone 6875 Plaza.

IRVING PLACE, 14, (corner 15th St., block east of Union Square.)—Front rooms; box spring beds; tiled bathrooms; absolute cleanliness.

LEXINGTON AV., 265.—Furnished rooms, bath, parlor, every convenience; select neighborhood; $4 up; reference. 'Phone 728 Madison Sq.

MADISON AV., 295.—Beautifully furnished large front room, adjoining bath; phone; Subway; select.

Unfurnished Rooms

91ST ST., 66 WEST.—Back parlor; also large room, with private bath; select, private home.

123D, 547 WEST.—Unfurnished; elevator; large one, two rooms; bath; $16, $20 month. Rose.

City Houses to Let—Unfurnished

52d St., 30 West.—Six-story American basement brownstone dwelling, just remodeled in most modern style, with electric elevator, room telephones, &c.; size 22x100; restricted, insuring light and air; for sale or rent. C. C. Bull, 27 William St.

Country Houses to Let, Furnished

To let, furnished, June 15 to Oct. 1, large house, 15 rooms, 4 baths, parquet floors throughout, electric lights, garden; high situation, overlooking Hudson for 20 miles; 50 minutes from New York; price $2,000. Address Owner, L 104 Times.

For Rent Furnished.—In the foothills of Adirondacks, 7 miles from Saratoga, ¼ mile from trolley, large brick house and barns, back from road in maple grove. Address Mrs. Allen Gallor, Wilton, Saratoga Co., N. Y.

WYCHMERE SEASHORE COTTAGES.
Rented; completely furnished; bathrooms; hot water; booklet.
Box 55, South Harwich, Mass.

Furnished Houses Wanted

Wanted—To rent for season, at reasonable terms, small cottage or bungalow for six adults; near bathing beach and within thirty miles of city. R., 288 West 131st St., New York.

Apartments to Let, Unfurnished

West Side.

For Rent.—Very desirable apartment, 8 rooms, 3 baths; size 25x100; steam heat, hot water and electric lights; recently renovated; rent $65. 203 West 14th St., Hugh Slevin.

Six outside rooms on Fort Washington Av. to sublet at a sacrifice from May 1. Apply Vanderveer, 4,207 Broadway, at 178th St. Tel. 4420—Audubon.

Beautiful Riverside apartment; five large, light rooms; liberal concessions quick tenant; Columbia Heights. Y 39 Times.

47th St., 16 West.—Small kitchenette apartment, newly renovated; rooms all light; splendid neighborhood; moderate.

Desirable apartment to sublet, seven rooms, bath; liberal concession. S. Benderly, 528 West 123d St.

16TH, 5 WEST, AT FIFTH AV.
Bachelor apartments; college men, &c.; references.

Bachelor apartments, 14 West 29th Street, two and three rooms, with bath.

East Side.

16-18 EAST 88TH STREET.
At extremely moderate rentals, 6-room apartments with bath, steam heat, hot water supply, and janitor service; near Fifth Avenue. Apply on premises.

TO sublet, a five-room elevator apartment; 2 East 127th St.; two-thirds regular rent—$40 per month to Oct. 1.

Brooklyn.

BEDFORD AV., 1,508.—Seven rooms and bath; electric lights, steam heat, janitor service; elegant neighborhood; $32, month free. Jackson.

Apartments to Let, Furnished

Beautifully decorated, handsomely furnished four, five, six large rooms and bath; telephone, electric light; linen, silver; special low rent; $11, $13, $16.50 weekly; handsomely furnished rooms, adjoining bath, kitchen, $3 to $6 weekly. Windermere, 343 St. Nicholas Av., corner 127th.

611 West 156th St.—Chance for thoroughly responsible adults until Oct. 1, six high-class rooms, southern exposure, for price of rent $75; opposite Spanish Museum grounds; French windows, balcony; beautiful view of river. Newman, 37 Wall St. Hanover—6910.

Riverside Drive, Near Grant's Tomb.—Delightful 6-room apartment from May to October, $75; large rooms; magnificent view; Subway express; Broadway cars; omnibus. Myer's Apartment D2, 548 Riverside Drive. Phone 5790 Morning.

83d St., 33 East, to sublet from May 15th to Nov. 15th; very moderate; two handsomely furnished rooms and bath, with maid service; all rooms face on street; all conveniences; linen and silver. Apply from 8 to 8. Ask for Mrs. Johnson.

TO sublet, May to November, nine room apartment; handsomely furnished; best residence section city; off Riverside Drive, overlooking Columbia campus; open, light, high; block from Subway. Address E. M. W., 381 4th Av., Room 1,301.

From May 15 to Oct. 1 or 15th, new, exceptional five-room furnished or unfurnished apartment; maximum comfort with minimum care; servant if desired; references. Apartment 11 F, the Oregon, 54th St., 7th Av.

Artistically furnished three-room, bath, and kitchenette; large rooms; all light; furnished six months ago; new apartment building; responsible parties only. Apt. 506-509 West 121st St. 'Phone Morning. 7800.

To sublet from June 1 to Oct. 1, apartment 8 rooms, all light and airy; 3 baths; excellent view Hudson River; well furnished; moderate rent to responsible person. Apply Apartment 8E, 318 West 100th St.

Furnished apartment, No. 142 E. 40th St., housekeeping, 7 rooms, 1 bath; modern improvements; top floor; fine light; rent reasonable; possession now. D. L. Elliman & Co., 421 Madison Av.

To sublet for a limited time, six-rooms corner apartment; all windows facing Riverside Drive; less than unfurnished rental. Telephone appointment Williams, 3677—Morningside.

Washington Heights.—Well-furnished apartment, 6 rooms; elevator, electric light, telephone, piano; low rental to desirable tenant. 165 Audubon Av. 'Phone Audubon—2007.

Distinctively furnished five outside rooms, bath; piano, silver, linen; elevator apartment; facing Riverside; vacuum cleaner; $75 monthly. Superintendent, 126 Claremont Av.

Bargain.—620 Riverside Drive; 5th Av. coach, Subway. 137th St.; eight rooms, front; river breezes; Pianola-piano, silver, linens. Telephone 3130 Audubon.

2 East 45th St.—Beautifully furnished three large light rooms, two baths; hotel service; to sublet; liberal concessions. L 57 Times.

Claremont Av., 99.—Seven room furnished apartment; light, well ventilated; grand piano; large living room.

Furnished apartment, 8 rooms and 2 baths, to sublet to September 30th. Apply Janitor, 253 West 95th Street.

Riverside Drive, 222.—Elegantly furnished; 8 rooms, 3 baths; river view; until October. Apartment 4.

Beautiful elevator apartments, 4 and 6 rooms; handsomely furnished. Edgemere, 3 West 104th.

To Sublet 102 Waverley Place.—8-room furnished apartment; elevator. Phone 8674 Spring.

123d St., 528 West.—Desirable apartment to sublet; 7 rooms; 2 flights; liberal concession.

4-room apartment to rent or for sale; furnished. Dillon, 530 West 112th St.

REFEREES' NOTICES.

SUPREME COURT, COUNTY OF NEW YORK.—NEW YORK LIFE INSURANCE COMPANY, Plaintiff, against WESLEY THORN ET AL., Defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, and bearing date the 28th day of December, 1911, and an order of resale entered in the above-entitled action on the 1st day of April, 1912, I, the undersigned, the referee in said judgment and order named, will sell at public auction at the Exchange Salesrooms, Nos. 14-16 Vesey Street, in the Borough of Manhattan, City of New York, on the 25th day of April, 1912, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment and order of resale to be sold, and therein described as follows:

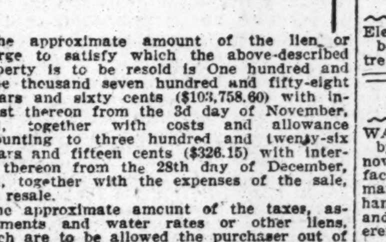
All that lot of land in the City and County of New York, with the buildings thereon, bounded and described as follows: Beginning at a point in the southerly side of Eighty-second Street, distant one hundred and nineteen feet westerly from the intersection of the southerly side of Eighty-second Street and the westerly side of Madison Avenue, and running thence southerly, parallel with Madison Avenue, and part of the way through a party wall, one hundred and two feet two inches to the centre line of the block; thence westerly along the centre line of the block, twenty-six feet; thence northerly, again parallel with Madison Avenue, one hundred and two feet two inches to the southerly side of Eighty-second Street, and thence easterly along the southerly side of Eighty-second Street, twenty-six feet to the point of beginning. Said premises being now known as Number 18 East 82d Street.

Dated New York, April 2d, 1912.

ALFRED STECKLER, Jr., Referee.

GEORGE W. HUBBELL, Attorney for Plaintiff, 346 Broadway, Bor. of Manhattan, City of New York.

The following is a diagram of the property to be sold; its street number is 18 East 82d Street.



The approximate amount of the lien or charge to satisfy which the above-described property is to be resold is One hundred and three thousand seven hundred and fifty-eight dollars and sixty cents ($103,758.60) with interest thereon from the 3d day of November, 1911, together with costs and allowance amounting to three hundred and twenty-six dollars and fifteen cents ($326.15) with interest thereon from the 28th day of December, 1911, together with the expenses of the sale, and resale.

The approximate amount of the taxes, assessments and water rates or other liens, which are to be allowed the purchaser out of the purchase money or paid by the referee, is seven thousand five hundred and forty-five dollars and seventy-four cents ($7,545.74) and interest.

Dated New York, April 2d, 1912.

ALFRED STECKLER, Jr., Referee.

SUMMONSES.

SUPREME COURT—NEW YORK COUNTY.—GIZELLA MARTON, plaintiff, against ANDREW MARTON, defendant.—Action for absolute divorce.

To the above-named defendant:

You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated March 30th, 1912.

WILLIAM WEISS,
Attorney for Plaintiff, Office and Post Office address, 320 Broadway, Borough of Manhattan, City of New York.

To Andrew Marton, Defendant:

The foregoing summons is served upon you by publication pursuant to an order of Hon. M. Warley Platzek, a Justice of the Supreme Court of the State of New York, dated April 1, 1912, and filed with the complaint in the office of the Clerk of the County of New York, at the County Court House, Borough of Manhattan, City of New York.

Dated New York, April 4, 1912.

WILLIAM WEISS,
Attorney for Plaintiff, Office and Post Office address, 320 Broadway, New York City.

Help Wanted, Female

EXPERIENCED working housekeeper for small cottage with no improvements on outskirts of Irvington; boy attends to water and chores; write experience, references, age, and compensation desired. Box 66, Irvington on Hudson, N. Y.

GIRL for general housework; desirable home for good girl. Apartment 22, 634 West 135th.

HOUSEWORK.—Woman for general housework; apply between 10 and 12. 13 West 8th St.

LADY over 30, educated, of refined and attractive appearance, to sell high class work to cultured people; no house to house canvassing; thorough instruction given before starting; year's contract and good pay; must be willing to leave city. P. A., 48 Times.

STENOGRAPHER, experienced, over 20; good office presence; refined; accurate at figures; $10 to start. W. D., 46 Times.

Help Wanted, Male

ACCOUNTANT, STENOGRAPHER, AND TYPEWRITER.—Familiar with modern methods, capable of systematizing and attending to correspondence, handling stock, and general office work, in uptown automobile salesroom; state experience and salary expected; married man who can accept responsibility preferred, and one not afraid of hours. W 1 Times.

ADVERTISING solicitor to get out industrial edition for daily, near New York; state experience and terms. Address L 123 Times.

ARE YOU THE MAN?
Newspaper in prosperous Southern city seeks advertising manager of highest type in experience, spirit, and determination, preferably one who has done big things and who is ambitious to excel his record in an unequaled Southern field; paper offers brightest opportunity and right man can accomplish wonders; splendid inducements to the man of the hour. L 82 Times.

AN equal partner to open small dressmaking supply business; selling ability, dry goods experience; reply fully first letter. Opportunity, L 117 Times.

BOND SALESMEN
Wanted—By bond house, Member of New York Stock Exchange, salesmen for New York City and vicinity. State experience and territory. Replies will be considered confidential. Address Salesmen, P. O. Box 822, N. Y. C.

CLEANER AND DYER.—Wanted, at once, first-class cleaner and dyer; steady work year round guaranteed; wages, $3.50 per day; only sober men need apply. Hillside Dye House, Bangor, Me.

DRAFTSMAN.—In Architect's office; must be thoroughly trained in high-class work; Beaux Arts training preferred. 55 Liberty St., Room 2,502.

SALES MANAGER, qualified to handle large commercial enterprise. Room 1,514, 303 5th Av.

SALESMAN.—Can earn good money representing a large corporation; steady paying position; personal instruction given by our successful men. Call Mr. Fricke, sixth floor, 277 Broadway.

SALESMAN.—Experienced on ostrich feathers; must have established trade; good references. C 220 Times Downtown.

VALET to care for bachelor apartment; good cook; also able to shave; state salary expected. Address, with references, K 66 Times.

WANTED—Manager for unlisted security and municipal bond department about to be opened by a house of good standing, which has exceptional facilities for securing business in the Middle West, Northern New York, and Toronto; private wire connections. Address, in confidence, "Unlisted," Box 158 Times Downtown.

WANTED FOR U. S. ARMY—Able-bodied unmarried men between ages of 18 and 35; citizens of United States of good character and temperate habits, who can speak, read, and write the English language. For information apply to Recruiting Officer, 25 3d Av., 749 6th Av., New York City; 363 Fulton St., Brooklyn, N. Y.; 47 Montgomery St., Jersey City, N. J., or any recruiting station.

WANTED—Shipfitters, with pay from $3.76 to $3.04 per diem; for further information, apply to the Board of Labor Employment, Navy Yard, Brooklyn, New York.

WANTED.—Experienced salesman on silk and cotton waists in city or out of town. L 102 Times.

WANTED—Shoe salesman; only experienced; only city reference. 787 Columbus Av.

YOUNG man, assist in office work; reference and salary expected; experience not necessary. J. W. Co., Box 15, 1,035 3d Av.

Help Wanted

Employment Bureaus.

Commercial.

Domestic.

A.—Japanese Employment Agency, 844 6th Av.—Efficient butlers, valets, cooks, houseworkers, and chauffeurs, for discriminating people. Telephone 7709 Bryant.

A. A. HOFMAYER, 320 5th Av. Tel. 4527—Madison Sq. Agency for superior domestic help.

FIRST-CLASS colored help, with references. Sanderlin's Employment Agency, 140 West 53d St. Columbus 4207.

WANTED.—Cooks, waitresses, nurses, chambermaids who do waiting. Miss Curry's Agency, 25 West 42d St.

Situations Wanted

Employment Bureaus.

Commercial.

ACCOUNTANTS. High-Grade Office Helpers, BOOKKEEPERS. Office Service Co., (Agency.) STENOGRAPHERS. 149 B'way. Tel. 3499 Cort.

Domestic.

A. A. HOFMAYER, 320 5th Av.—Telephone 4527 Madison Square. Agency for superior domestic help.

BOND $1,000, Old Dominion Agency, 88 West 134th St.; guarantee A1 colored help. 1,119 Harlem.

COLORED HOUSEWORKERS.—Several neat girls, experienced, good references, (thoroughly investigated,) want places; other Southern help furnished. Lincoln Industrial Exchange, (Agency,) 314 West 59th St. Phone 4786—Columbus. Established 1899.

COMPETENT COLORED HELP of all trades supplied. Riverside Employment Agency, 12 West 99th St. Riverside 1538.

Cook, chambermaid, houseworkers, porters, elevator runners. Porter's Agency, 142 West 133d St. Telephone 94 Morningside.

COUPLES.—Cook, general houseworkers; experienced; colored; city, country. Instant Relief Agency, Phone 7288 Morning.

EFFICIENT HELP furnished at short notice. Middlesex Employment Agency, 2,229 5th Av.; 6370 Harlem.

HELP.—Reliable Hungarian, German, Polish; references investigated. Roth's, 172 East 4th St. Orchard 2508.

HOUSEWORKER, $22; cook, English, $25; waitress, $22. Flaherty's Agency, 485 Columbus Ave. 4298 Schuyler.

KITCHEN MAID.—Swedish; age 20; lately landed. Chas. Wilson's Agency, 141 E. 57th.

SHEPHERD EMPLOYMENT.—Help supplied; day, week, month; male, female. 107 West 133d St. 6916 Morningside.

Purchase and Exchange

A.—A.—I always pay highest cash prices for furniture, bric-a-brac, paintings, pianos. Miller, 115 University Place. Tel. 2298 Stuyvesant.

Machinery

Electric motors, lighting and plating dynamos bought, sold, rented. Geo Bender, 82 Centre St.

Situations Wanted, Male

WANTED—A permanent managerial position by a man qualified for a position of trust now engaged in efficiency work with a manufacturing concern; has had experience as manager of a factory, creating new business, handling salesmen, office staff, accounting, and systematizing; can furnish New York references. Address P. O. Box 1,197 Boston, Mass.

Wanted—Line dresses or furs; drawing required. 611 Washington St., Room 304, Boston, Mass.

YOUNG man, 22, at present employed, wishes outside position in or around New York, either in the selling line or any position outside; would accept moderate salary. L 108 Times.

YOUNG MAN, (20,) WITH HIGH SCHOOL AND BUSINESS EDUCATION WOULD BEGIN WITH FIRM THAT WILL GIVE HIM CHANCE. GOLDSTEIN, 62 WEST 119TH ST.

YOUNG MAN, 20, ambitious, wishes position that offers a future to a hard worker; 6 years' experience; neat in appearance; best of references. C 242 Times Downtown.

YOUNG MAN, 20, desires position, assistant bookkeeper or office assistant; references; moderate salary. L 90 Times.

YOUNG MAN, 20, neat appearance, wishes position at anything. Thomas Carr, 212 East 27th St.

YOUNG MAN, 22, wishes position at anything with opportunity for advancement. 342 East 104th St.

YOUNG man, 18, desires office position with chance of advancement. L 60 Times.

Situations Wanted Female and other Situations Wanted Male on following page.

Situations Wanted

Female.

AMERICAN of refinement would like position as housekeeper in apartment. C 236 Times Downtown.

BOOKKEEPER.—Young lady, 23, six years with one firm; familiar with controlling accounts; competent, reliable; salary, $16 to $18.

COOK, &c.—Lady breaking up housekeeping desires to procure situations for her cook and waitress. Apply 48 East 26th Friday and Saturday mornings.

DANISH MASSEUSE, refined and willing, as useful companion to elderly lady who travels or invalid; best references. T., 306 West 73d St.

HOUSEKEEPER or COMPANION.—Refined, capable woman; highest references. H., 337 East 57th St.

NORWEGIAN LADY wishes work half day during the week. Michelsen, 89 Manhattan St., New York.

STENOGRAPHER, BOOKKEEPER.—Seven years' office experience; wishes steady position; $12. Telephone present employer, 3,208 Gramercy, or address Steno, 2,960 3d Av.

STENOGRAPHER and assistant bookkeeper; bright, hard worker; will take moderate salary, with advancement. Bertha Klein, 605 Madison Av. 'Phone Plaza 2993.

STENOGRAPHER, typewriter, office work; bright beginner; rapid, accurate, good speller, plain penman, neat appearance; $6; no agency. C 203 Times Downtown.

STENOGRAPHER, typewriter, office work; bright beginner; rapid, accurate, good speller, plain penman, neat appearance; $6; no agency. L 111 Times.

STENOGRAPHER, typewriter; intelligent, energetic young lady; good references; terms reasonable. Stenographer, 89 Delancey St.

STENOGRAPHER, office assistant; high school graduate; 2½ years' experience; references. K. Rothstein, 16 East 97th St.

STENOGRAPHER, 17, experienced, general office work; accurate, ambitious, neat. Miss Zink, 405 East 82d.

STENOGRAPHER, eight years' experience, desires position Summer hotel. Preston, 68 Johnson St., Brooklyn.

WAITRESS.—Lady going abroad recommends excellent girl; free April 23. Seen 116 East 73d St., 10 to 3.

WOMAN STENOGRAPHER.—Expert; good bookkeeper and conversant with office details; experience in publication office; $15. Address Steno, 708 Columbus Av.

Situations Wanted, Male

ACCOUNTANT.—Books opened, balanced; systems; arrangements with firms not employing bookkeeper, $2.50 weekly. Accountant, Room 512, 621 Broadway. 'Phone 6626 Spring.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up, kept part time; reasonable. Accountant, 52 Union Square. 'Phone 2259 Stuyvesant.

ACCOUNTANT.—Audits, adjusts, writes up books, $5 monthly up; financial statements, systems; reasonable. Mitchell, 25 East 14th St. Telephone 1807 Stuyvesant.

BOOKKEEPER or general office assistant; thoroughly competent; ten years' varied experience; accurate, reliable; salary to start no object; advancement on merit only essential. Address L 119 Times.

BOOKKEEPING of any description desired by young man, age 22; six years' experience; state salary, references. A. W. Brown, 463 Hawthorne Av., Yonkers, N. Y.

BOOKKEEPER, accountant, 6 years' experience, wishes to connect with good house. C 231 Times Downtown.

BOOKKEEPER-STENOGRAPHER, (27,) competent; nine years 'experience; highest credentials; $22. Read, 125 East 23d.

BOY, 17, energetic, wishes position at anything; best references. Harry Cohen, 1,410 5th Av.

CHAUFFEUR, mechanic, 5 years' experience driving and repairing, desires position private or commercial; now employed as road instructor. William Wadsguth, 189 Clifton Place. Telephone 2490 Bedford.

CHAUFFEUR, colored, single, employed at present on Alco car, wishes to change for a year round position; good mechanic; careful driver; long experience. J. A. P., 317 West 86th St.

CHAUFFEUR.—Valet, English, good driver and mechanic; experienced valet, goor references; has traveled Europe. Hammond, care of Advertising Agency, 990 6th Av.

CHAUFFEUR, 25, wishes position with private family; 4 years' shop experience and 3 years' driving experience. O. Enderle, 11 Montgomery St., West Flatbush.

CHAUFFEUR.—Thorough, age 27, steady position; reliable; for city or country; garden and flowers; best references. Chauffeur, 950 6th Av.

CHAUFFEUR desires position, with private party preferably; would accept position on commercial car; first-class mechanic. L 122 Times.

CHAUFFEUR, Englishman, expert engineer, requires position with party touring this country or Europe. X Y 75 Times.

CHAUFFEUR, 25, experienced, desires position; last car was Packard; with good reference. L 103 Times.

COLLECTOR, &c.—Young man wants position, outside work, collecting or soliciting; has had business experience; good appearance; knows how to meet and talk to people; can go to work at once; can furnish best references. I. Rosen, 223 East 113th St., city.

COLLECTION DEPARTMENT; college graduate, (25;) capable correspondent; to assume full charge. F. R., 337 East 18th St.

ESTIMATOR.—Position wanted as estimator on sheet metal work; a former first-class mechanic. Estimator, 118 West 49th St.

EXPERIENCED ACCOUNTANT, prepared to undertake permanent work, periodical audits, supervision opening, closing books; any work where expert knowledge is required. L 112 Times.

EXPERIENCED ORDERLY would like position; take charge of invalid boy. J. C., 150 East 127th St.

INTERPRETER, speaking and writing fluently Spanish, French, German, and Turkish, desires position; moderate salary; best references. Ariel, 321 East 18th St.

MAN, with thorough, all-around business experience past 12 years, desires permanent position at anything; best references. Y 30 Times.

MANAGER, &c.—POSITION MANAGER OR BUYER, CLOTHING STORE OR DEPARTMENT; EIGHT YEARS' EXPERIENCE. L 110 TIMES.

OFFICE ASSISTANT.—Young man; 6 years' experience; accurate and rapid. Y 40 Times.

POSITION WANTED.
Ex-advertising manager of metropolitan daily, qualified to handle any proposition requiring the exercise of technical and executive ability, solicits correspondence with any newspaper or publicity enterprise which has the qualities of permanence and progress and is seeking assistance in their development; remuneration secondary to opportunity. L 105 Times.

PRINTING SALESMAN, with long experience, wishes to locate with growing concern; inside and outside; small salary and commission. L 120 Times.

REPRESENTATIVE well acquainted with Southern territory, sound business sense, mechanical engineering experience, strictly sober, would like to represent machinery concern; best of references. Y 33 Times.

RESIDENT BUYER wants to represent good department stores out of town; best attention given; easy terms. Judenfriend, 598 E. 140th.

SALESMAN, commanding large city trade, desires strong line of waists or dresses. M. E., 997 Union Av., city.

SALESMAN.—Experienced, wishes position at any line; city or to travel out. C 230 Times Downtown.

STENOGRAPHER and typewriter; beginner, few months' experience; excellent references; salary no object. Frank Shallin, 303 9th St., Jersey City, N. J.

STENOGRAPHER, secretary, (21,) for executive, prominent corporation; wages, $20 week. A., 3,596 Broadway.

UPHOLSTERER, at residence; mattresses remade, $1.50; furniture reupholstered, slip cover orders made mechanically; best references; lowest prices. Cavaler, 206 East 7th.

Other Situations Wanted Male on preceding page.

ROADS AGAIN REFUSE ENGINEERS' DEMANDS

Managers Offer No Hope of Compromise in Letter Explaining Their Position.

BUT STRIKE ISN'T EXPECTED

Chief Engineer Stone Won't Talk of That Yet—Still Hopes a Settlement Can Be Negotiated.

The demand of the Brotherhood of Locomotive Engineers that the engineers employed on the fifty railroads in the Eastern District receive an increase in wages of about 18 per cent. was flatly refused yesterday by the Conference Committee of Railroad Managers. This is the second refusal of the managers, and it comes after the first refusal had been voted on by the members of the Brotherhood and nearly 93 per cent. of them declared in favor of supporting any action the Brotherhood committee should decide upon.

The negotiations between the managers and the engineers have been going on for several weeks without any definite result save the refusal of the managers to consent to any increase in wages. If any other labor organization, except the Brotherhood, was at one end of such a long period of unsatisfactory talk a strike would undoubtedly occur. But the Brotherhood is a very cautious body of men and relations with the railroads have always been of the most pleasant character, even when the members of the organization wanted something that the railroads would not give them.

This letter was prepared at the second day's meeting of the managers yesterday and sent to the Brotherhood committee, who were anxiously awaiting it at their headquarters in the Broadway Central Hotel:

New York, N. Y., April 18, 1912.

Mr. W. S. Stone,
Grand Chief Engineer,
Brotherhood of Locomotive Engineers,
Broadway Central Hotel, New York, N. Y.

Dear Sir: This is to acknowledge the receipt of your letter of the 12th instant advising that "the fifty roads vote 93.8 per cent. in favor of supporting those intrusted with the settlement of the question submitted to the Conference Committee of Managers."

The Conference Committee's answer of March 25 set forth with much care and definiteness their conclusions to the effect that for the reasons stated the request made by the engineers could not be granted. Immediate responsibility of the railroads to the public was briefly touched upon, but apparently was not thoroughly appreciated, and we again refer to it in greater detail.

The public interests are demanding safer and better transportation. Double track where in many places single track now exists; third and fourth tracks where required; interlocking and block signals; better cars and stronger tracks; the elimination of dangerous grade crossings; the adoption of safety appliances. In view of the narrow margin of profit it is essentially the duty of the railroad companies to provide for these necessities before completely exhausting their revenue in the increase of wages. The present wage rates are full, fair, and liberal.

You state it is your earnest desire to exhaust every honorable effort to reach a settlement and trust the Conference Committee may have some proposal that will bring the desired result. The Conference Committee would gladly make such a suggestion if it could, but subject to the present economic conditions it is not possible to accede to your wage request and those certain to follow.

The committee appreciates fully the distress that would result from a stoppage of railroad transportation in the important territory represented, and trusts that the engineers, who have always stood for conservatism, will recognize the justness of position of the roads.

THE CONFERENCE COMMITTEE OF MANAGERS,
J. C. STUART, Chairman.

No Talk of a Strike.

The engineers met and discussed the letter for a long time. When the talk was over for the afternoon Grand Chief Stone said to the newspaper reporters:

"We are going to meet again to-night, but there will be nothing given out for publication. About 9 o'clock to-morrow morning we may have a statement ready."

"Will a strike be called?"

"Please get the idea of a strike out of your heads," impatiently replied Mr. Stone. "We are not discussing a strike but a method of settling the matter amicably."

"Will there be another conference with the railroad managers?"

"There may be. The letter from the managers indicates that they would be willing to talk with us if we have any new suggestions to make."

"Is there any chance of a compromise being effected?"

"I can't say anything about that at this time, because I don't know. The whole subject, in the new light of this letter from the managers, will be discussed. Whatever is done will be given to the public."

"Will the statement you make contain an ultimatum?"

"If it does there will no harm in that. I have known ultimatums that would eat out of your hand. Just please say that the negotiations are still going on, and that we still hope for a friendly settlement of the differences."

Mr. Stone said that the usual way of proceeding when a committee failed in its purpose was to submit the report to the General Committee for action. This method, he said, would be followed in this case.

The letter of the managers to the engineers was accompanied by a printed document showing the financial position of some of the fifty roads interested. It pointed out that the railroads involved in the present demand of the engineers carry about one-half of the passenger and freight traffic of the United States. The increase asked for, the statement says, would increase the annual cost of the service by these amounts:

Passenger service	$1,253,536.91
Freight service	3,578,391.78
Switching service, including belt	1,052,302.80
Terminal delay	804,154.71
Other working conditions	865,406.49
Total increase	$7,553,792.74

Managers Not Encouraging.

The managers say that this would mean an increase of 18.63 per cent., and that it would be equivalent to placing on these properties a lien of $188,844,818 of 4 per cent. securities, which would have preference over first mortgage bonds, and to that extent would lessen the ability of the roads to make the improvements necessary to increase the efficiency of their service and to insure greater safety to the public and to the employes.

The statement gave a lot more figures tending to show that it would be financially impossible for the roads to grant the increase in wages asked for. A representative of the managers plainly intimated yesterday that the engineers would not get any increase at this time, and pointed out that in 1910 a wage advance was made to the men in expectation that the Inter-State Commerce Commission would allow an increase in the freight rate. But this permission was not only denied, but there are still further freight reductions threatened. The latest decision, it was said, was in the case of the Pittsburgh Lake Coal Company, where an average reduction of 10.0476 cents per ton was made in the rate, which directly affects 21,000,000 tons of coal per annum, and that the general effect of freight rates upon fuel and commercial coal will be far-reaching.

Neither the managers nor any one of the engineers could be found who would express the opinion that a strike will follow. The managers feel confident that as soon as the engineers understand the financial position of the roads that they will withdraw their demands for the present. The engineers believe that some concession will be made now, on that an agreement will be reached insuring a wage increase a little later, when conditions are more favorable to the roads.

To Aid Edwin Shuster.

THE TIMES acknowledges the receipt of $12 from "Anonymous" for Edwin Shuster, who was found lying exhausted in a doorway and was taken to Bellevue Hospital in a starving condition.

CASH THAT HELPS ROOSEVELT

Taft's Manager Attributes Colonel's Victories to Expenditures.

WASHINGTON, April 18.—Director McKinley of the National Taft Bureau issued a statement to-day calling attention to the alleged use of money in the Roosevelt campaign. The statement says, in part:

The lavish expenditure of money in this campaign by the backers of former President Theodore Roosevelt has led to the question being raised: Were the victories of Roosevelt in Pennsylvania and Oklahoma due to a great popular demand for his renomination or to the use of money?

In no pre-convention campaign in the history of the country has money been used in such large sums, amounting, in view of the general verdict of the country with respect to certain expenditures by Senators of the United States, to plain bribery and corruption, as has been expended by the backers of Theodore Roosevelt.

Mr. McKinley declares the Roosevelt forces spent large sums in Oklahoma; that they distributed $100,000 in Allegheny County, Pennsylvania, including Pittsburgh, by issuing 20,000 pieces of scrip in five-dollar denominations to messengers; that the total Roosevelt expenditures in Pennsylvania were between $250,000 and $300,000; that in New York County alone $200,000 was spent in an endeavor to influence the primaries, and that efforts were made to buy out Precinct Captains in New York.

"In this connection," says the McKinley statement, "one District Captain in New York did sell out to the Roosevelt managers, plainly showing that Mr. Roosevelt was not the candidate in answer to a great popular demand, but the beneficiary of a bag of good, hard dollars."

NEBRASKA PRIMARIES TO-DAY

Voters to Express Choice for President, Senators and Delegates.

OMAHA, Neb., April 18.—Nebraska voters to-morrow will express their choice for nominees for President, Vice President, United States Senator, Congressmen, delegates to the National Convention, National Committeemen, and all elective State offices. The state-wide primary campaign has been heated.

While the Presidential primary is but advisory, delegates to the National Convention are expected to support the popular favorites and State legislators are to agree to support the popular choice for United States Senator.

The names of seven candidates for President appear on the ballots in the order named:

Republicans, Robert M. La Follette, Theodore Roosevelt, William H. Taft; Democrats, Champ Clark, Judson Harmon, Woodrow Wilson; Prohibition, Eugene B. Chafin.

Candidates for United States Senator are: Morris Brown and George W. Norris, Republicans, and Willis E. Reed, former Gov. Ashton C. Shallenberger, Robert F. Smith, and W. F. Thompson, Democrats.

One of the hottest fights of the campaign is being made on the position of National Committeeman. Victor Rosewater, the incumbent, representing the Taft faction, and R. B. Howell of the Roosevelt forces are the Republican candidates. Charles E. Fanning, a Harmon man, and P. L. Hall, who is identified with the Wilson forces and has the support of William J. Bryan, oppose each other on the Democratic ticket.

Bryan is a candidate for delegate at large to the National Democratic Convention.

WOMAN PLUNGES DOWN SHAFT

Had Written That She Hoped to be Dead When Letter Was Received.

A woman in whose clothing were found cards bearing the name "Mrs. D. W. Greshon, 221 East 144th Street," was injured late Wednesday night or early yesterday morning in the apartment house at 116 West Sixty-third Street. She was found unconscious in the bottom of the airshaft, her left thigh and ankle broken. She was taken to Flower Hospital. Patrolman Green, who was summoned, was unable to find any one in the building who knew the woman, but he came across the woman's cloak on the roof, and began to understand what had happened.

At Mrs. Greshon's home it was found she had been living with a Mrs. Hure, who said she received a letter this morning from Mrs. Greshon, expressing the hope that the writer would be dead by the time the communication came. The husband of the woman died a few months ago in a hospital for tuberculosis patients, it was said in the house. Her son, Daniel, has been in ill-health and had been treated at the Bronx Eye and Ear Infirmary.

GOV. OSBORN ASSAILS ERB.

Opposes His Effort to Reduce Wages on Pere Marquette.

DETROIT, April 18.—Gov. Osborn sent a formal protest to the State Railroad Commissioner and State Attorney General against the proposed reduction of wages for Pere Marquette Railroad employes. In his protest the Governor said:

"The wages of the men are not too high. The daily earnings of the road are enough to pay all running expenses, but the bondholders are not satisfied. Erb, the Receiver, is a speculator, and does not represent legitimate railroad men. He should not be permitted to put this cut in wages through. It is directly against the interest of the State."

OPPOSES PRESS CENSORSHIP.

Would Make Newspapers, Now a Power for Good, Dull, Says Dr. Gates.

ST. LOUIS, April 18.—"It would be just as impossible to censor the American press as it would be to censor a bolt of lightning," said the Rev. Milo H. Gates, D. D., pastor of the Chapel of the Intercession, Trinity Parish, New York City, addressing the Episcopal Church Congress here to-day on "Official Censorship in the Interest of Morals."

"As a power for good nothing is superior to the newspapers," he said. "If censored they would become dull and vicious. I am not catering to the press, but I believe in giving the newspapers the credit they deserve."

HOE CAXTON BOUGHT FOR H. E. HUNTINGTON

Keen Bidding for Gower's "Confessio Amantis" Sends Figure Up to $10,500.

FINEST EXTANT EXAMPLE

Evening Session Rich in Goldsmith First Editions—Grand Total Now $1,560,343.75.

George D. Smith, Arthur Hoe, Dr. A. W. S. Rosenbach of Philadelphia, and the Anderson Auction Company, on an order from a prominent London rare book dealer, whose name was withheld, competed last evening at Anderson's for the most valuable work in Part III. of the Robert Hoe library sale, John Gower's "Confessio Amantis," printed at Westminster by William Caxton in 1483. Mr. Smith started the bidding at $2,500, and at advances of from $250 to $500 it quickly passed the $5,000 mark. Dr. Rosenbach dropped out at $6,600. The competition was then between Mr. Smith and Mr. Hoe. The latter went to $10,000 and stopped. Mr. Smith obtained the treasure for $10,500. Only eleven other books in the entire library sale so far have sold higher. Mr. Smith, when asked whom he bought the work for, replied:

"For myself, of course."

That is a way he has. As a matter of fact, it can be authoritatively stated that be bought the prize for Henry E. Huntington.

It is the first edition of Caxton's publication. It is said that there are only nineteen extant copies, of which only seven are in so-called perfect condition. Of these seven the Hoe example is said to be the best. It formerly belonged to Bryan, or Brian, Fairfax, the younger, who died in 1749. His library was advertised to be sold at auction in 1756, but before the day of the sale was privately bought by Sir Francis Child of Osterley Park, Middlesex, who was a London banker and its Lord Mayor. His father, also Sir Francis Child, acted as banker to Charles II. and other celebrities. By the alliance of his descendants he was an ancestor of the Earls of Jersey and Westmoreland.

In May, 1883, the library of the Earl of Jersey was sold at Sotheby's in London. The "Confessio Amantis" at that time was bought by Bernard Quaritch for Mrs. Norton Quincy Pope of Brooklyn, one of the most celebrated of American book collectors. The price paid was $4,050. In 1895, after her death, this and other treasures in her library were bought at private sale through Dodd & Mead.

The Caxton consists of 222 leaves, Gothic character, double columns to the page. Although called perfect, it has several minor defects. "Confessio Amantis" is the only English poem of the "Morse Gower," as Geoffrey Chaucer, his contemporary and friend styled him.

Day's Total $23,114.50.

The total for the day's two sessions was $23,114.50, making the grand total to date $1,560,343.75.

The most notable of the other books sold last evening were as follows:

First edition of Oliver Goldsmith's translation of "The Memories of a Protestant Condemned to the Gallows of France for His Religion," London, 1758, $260, (Smith.)

First edition of "The Mystery Revealed," by Goldsmith, London, 1762, $275, (Smith.)

First edition of his "Deserted Village," London, 1770, $280, (Smith.)

First edition of his "Life of Henry St. John, Lord Viscount Bolingbroke," London, 1770, $200, (Hill.)

First edition of his "Comic Romance of M. Scarron," London, 1775, $185, (Hill.)

Two copies of the first collected edition of his "Poems and Plays," Dutton, 1777, $190, (Smith.) and $185, (Hill.)

"L'Art du dix-huitieme Siede," by Edmond and Jules de Goncourt, Paris, 1880; one of 100 copies on Whatman paper and extra illustrated, $680; (Bonaventure.)

"La Famille Cardinal," by Ludovic Halevy, first edition, Paris, 1883; one of thirty copies on Japan paper, $310, (Smith.)

"The Chronicle of John Harding in Metre," London, 1543, $155, (Smith.)

Items Sold in Afternoon.

The principal items at the afternoon session were as follows:

Second edition of "Proverbes or adagies, with newe additions gathered out of the Chiliades of Erasmus, by Richard Tauerner," London, 1539, $190, (Smith.)

"Enchiridion Militis Christiani" of Erasmus, London, 1548, $105, (Smith.)

"L'Eloge de la Folie" of Erasmus, translated from Latin into French by M. Gueudeville, Paris, 1751, presentation copy to Mme. de Pompadour with the original letter of the donor, M. Hochereau, inserted, $205, (Drake.)

"Bucaniers of America," by John Esquemeling, London, 1684, $165, (Smith.)

"Certaine Tragicall Discourses written oute of Frenche and Latin," by Sir Geoffrey Fenton, London, 1567, $106, (Smith.)

"Chamillac," by Octave Feuillet, red levant morocco binding by Champs, one of fifty copies issued on large Holland paper, Paris, 1858, $115, (Drake.)

"La Toison d'Or," by Guillaume Fillastre, Paris, 1517, binding by Lortic, $185, (Smith.)

"Heraclitus Ridens; or, a Discourse between Jest and Earnest," by Thomas Flatman (and others, London, 1861-2, $120, (Smith.)

"Essays written in French by Michael Lord of Montaigne," translated into English by John Florio, second edition, London, 1613, $150, (order.)

"Nouveaux Dialogues des Morts," by Bernard Le B. Fontenelle, Paris, 1700, $120, (Bonaventure.)

"La Venerie de Jacques du Fouilloux," Poitiers, 1561, red levant morocco binding by Trautz-Bauzonnet, $285, (Dodd & Livingston.)

There will be two sessions to-day, afternoon and evening.

The Old Guard Dinner and Parade.

Rear Admiral Charles D. Sigsbee, U. S. N., who commanded the Maine when she was sunk in Havana Harbor, heads the list of guests who have accepted invitations to the annual dinner of the Old Guard Veteran Battalion, to be held at the Hotel Plaza on Monday, April 22, following the memorial services at Grace Church and the annual parade, which begins at 5:30 P. M. The Rev. James B. Wasson will conduct the services in Grace Church and the Old Guard band will take part in the musical programme. Stewart L. Woodford, Lewis Nixon, William B. Ellison, and Major Gen. Daniel Sickles will be among the speakers at the dinner, at which Major S. Ellis Briggs will preside.

Wallach Bros.

Third Ave., cor. 122d St. (Open Evenings) | 1195 Broadway Just below 29th St. | 246-248 W. 125th St. (Open Evenings)

The Home of Hart, Schaffner & Marx Clothes

Just Suppose,

Copyright Hart Schaffner & Marx

JUST suppose that you were in our place—were so enthusiastic about the goods you had to sell that you felt like taking every man you met by the arm and saying—"See here, old man, just come to one of my stores. I want to show you the finest clothes ever."

Just suppose that you really were offering more for $18, $20, $22.50 and $25 than any other merchant.

Just suppose that *you* were selling Hart, Schaffner & Marx clothes.

How would you tell New York men about them—without sounding like the barker for a circus?

Come in and see the clothes—and tell us what you think.

Come—please, we want your advice.

Suits $18 to $50. Overcoats $15 to $40

"Clothes from Maker to Wearer"

My $20.00 Suits at $12.50

One on the Mill

Slight fabric imperfections are responsible for this very unusual early season price cut. In the last stages of manufacture we found slight errors in weave in 237 of my men's $20 Suits. The mill was called to task and sooner than take the suits, made us an allowance that enables us to sell these $20 Suits at $12.50.

While it would be practically impossible for the average person to notice the slight errors in weave, I have had these 237 garments separated from the rest of their $20.00 brothers.

Remember, however, these garments are made and styled up to the standard of my regular $20.00 Suits and represent the biggest buying opportunity I have been able to offer my customers for some time. My $20 line has always meant unusual value at the price. The quantity is limited—better get one of these $20.00 Suits while they last at $12.50.

But don't forget my regular line of "up-to-the-minute" clothes, which are priced from $10 to $35. My being a manufacturing retailer and my location out of the High Rent District allows me to price my clothes at least ⅓ lower than the same quality can be had from the regular retailer.

Open Evenings Until 9 o'Clock

Moe Levy

Open Saturdays Until 11 P. M.

My Only Store **119-125 Walker St.,** 3 Blocks East of Broadway **N. Y.**

CHESTER AN ARROW Notch COLLAR

Meets close in front and stays so 15¢ 2 for 25¢

Cluett, Peabody & Co., Troy, N. Y.

H.I.P.PODROME
8th Av., 43d-44th. Daily Mats. 2. Best Seats $1. Eve. 8.
NEW DURBAN Circus | Around the World.
NEXT SUNDAY EVENING FAREWELL TO
TETRAZZINI
Seats Now on Sale. Hardman Piano Used.

MAXINE ELLIOTT'S Thea., 39th, bet. B'way & 6th av. Eve. 8:30. Matinee To-morrow 2:30.
Mr. CHARLES HAWTREY in DEAR OLD CHARLIE.

PLAYHOUSE 45th, E. of B'way. Phone 2626 Bryant. Eve. 8:10. MATINEES: To-morrow, Wed. & Thurs.
Bought and Paid For

CASINO B'way & 39th. NEXT TUES. Seats Now. Beginning
JAS. T. POWERS in a new musical play, "TWO LITTLE BRIDES"

39th St. Thea. 39th St., near B'way. Eve. 8:15. Matinee To-morrow 2:15.
A BUTTERFLY ON THE WHEEL

MANHATTAN O. H. 34th & 8th Av. Eve. 8:15. Matinee To-m'w 2:15
JOHN MASON in AS A MAN THINKS.
Next Week | Last Times FORBES-ROBERTSON in Repertoire. | Pop. Prices.
The Passing of the Third Floor Back.

NEW YORK'S LEADING THEATRES

EMPIRE B'way & 40th St. Eve. 8 sharp. Mats. To-m'w & Wed. at 2 sharp.
The Liebler Co.'s BIG CAST Revival of Marie Doro, Constance Collier, Lyn Harding and Nat C. Goodwin.
OLIVER TWIST

Lyceum 45th St., B'way. Eve. 8:30. Mats. To-m'w & Thurs. 2:30. 25c. to $1.00.
SENSATIONAL NOVELTY!!
PAUL J. RAINEY'S AFRICAN HUNT
Seen and Described. Marvelous Motion Pictures.

HUDSON 44 St., o'r B'way. Eve. 8:30. Last Mat. To-morrow 2:30.
LAST 3 TIMES THE RIGHT TO BE HAPPY
With Dorothy Donnelly & Edmund Breese. Next Mon.—WHITESIDE—THE TYPHOON.

FULTON 46th St. W. of B'way. Mats. To-m'w & Wed. 2:20.
WHITESIDE IN THE TYPHOON

HARRIS W. 42d Street. Eve. 8:30 Mats. To-m'w & Thur. 2:30.
THE TALKER

PARK 59th St., B'way, Col. Cir. Eve. 8:10. Matinee To-morrow & Wed. 2:10.
The Quaker Girl with CLIFTON CRAWFORD

CRITERION B'way & 44th St. Eve. 8:15. Mats. To-m'w & Wed. 2:15.
LOUIS MANN in "ELEVATING A HUSBAND."

KNICKERBOCKER B'way & 38th St. Eve. 8 sharp. Mats. To-m'w & Wed. at 2.
OTIS SKINNER IN AN ARABIAN NIGHT KISMET

New Amsterdam 42d St., near Broadway. Eve. 8:15. Mats. 2:15.
LAST 2 NIGHTS. Last Matinee To-morrow.
Klaw & Erlanger's New Musical Comedy
THE MAN FROM COOK'S

Ziegfeld Moulin Rouge
Formerly N. Y. Theatre. Smoking Permitted. Eves. 8:15. Mats. To-morrow & Wed. 2:15.
"A WINSOME WIDOW"
ALL-STAR CONCERT SUNDAY.

LIBERTY 42d St. near B'way. Eves. 8:15. Mats. To-m'w & Wed. 2:15.
HENRY MILLER in THE RAINBOW by A. E. THOMAS.

GAIETY B'way, 46 St. Eve. 8:30. Mats. To-m'w & Wed. 2:30.
Another Cohan & Harris success.
"BEST FARCE IN YEARS."
OFFICER 666
With George Nash and Wallace Eddinger.

GLOBE B'way & 46th St. Eve. 8:30. Last Matinee To-m'w 2:30.
LAST 3 TIMES EDDIE FOY OVER THE RIVER.
NEXT MONDAY. THE ROSE MAID
Seats Selling.

MINER'S 8th AVE. BOWERY BRONX
Every Day Bargain Matinee.
Broadway Gaiety Girls.
AMATEURS TO-NIGHT.
NEW CENTURY GIRLS.
AMATEURS TO-NIGHT.
MINER'S AMERICANS.
WRESTLING TO-NIGHT

B. S. EMANUEL Offers ORLENEFF Week April 15, in Repertoire.
Lizzie Theatre, 235 Bowery. Tel. Orch. 1488. To-day, Crime & Punishment. Sat. Mat. & Eve., Chosen People; Sun. Mat., Ghosts; Eve., Karamozoff Bros. Best Orchestra Seats $1.00.

COLONIAL Daily Mat. 25c. Gus Edwards' Revue, Cressy & Dayne, Wish Wynne & 7 Big Acts.
ALHAMBRA Daily Mat. 25c. 6th Big Anniversary 12—HEADLINERS—12

THE FATHER—A HIT
"It is certainly a play."—Acton Davies.
Mats. Thurs. & Sat. Evs. 8:30. BERKELEY Theatre, 44th, near 5th Av.

Columbia B'way & 47th. Burlesque Evs. & Sat. Mat. 25c-$1. SOCIAL MAIDS, with George Stone. Smoking Matinee To-day 15c. 25c. & 50c.

OLD MASTERS EXHIBITION, DICKENS FUND, 19 East 53d Street. Open daily 10 to 6. Sunday 3 to 6.

HUNTIG & SEAMON'S West 125th Mat. Daily. Amateurs To-night. HARRY HASTINGS' —BIG SHOW.— Extra, DAISY HARCOURT. Next Week, Billy W. Watson & Girls from Happyland

HAMMERSTEIN'S — Big 17-Act Anniversary. Belle Baker, James J. Morton, Tempest & Sunshine, Bud Fisher, Yvette, & 14 others.

5th AVE. B'way, 28th St. Daily Mat. 25-50c. Mabel Taliaferro, Everett Shinn's Mellerdramer, Linden Beckwith and 7 Big Acts.

BASEBALL TICKETS for GIANTS' opening game, Normandie Hotel Ticket Office, Broadway, cor. 38th St. Tel. 4189—Murray Hill.

OLYMPIC East 14th St. Mat. To-day. Seats 25c Trocadero Burlesquers.

Academy OF MUSIC. Pop. Prices. Mat. Daily. PRETTY PEGGY.

MURRAY HILL. Mat. To-day. Smoking. Eve. 8:15. THE WORLD OF PLEASURE.

Kennedy 12 Cortlandt St.
(½ Minute from Hudson Terminal)
Worthy merchandise at cut prices.
All new up-to-date spring styles.
Specials for today
Soft Cuff Shirts
A Third Saved
$1 Mercerized Shirts now 69c
Silk and Linen Shirts $1.25 worth $2.00
French Flannel Shirts now $1.98
Spring Underwear 49c, worth 75c

Balbriggan, Lisle Thread and Merino.
75c Silk Knit Ties at 35c
Samples and Ends of Lines.

LAST WEEK | MADISON SQ. GARDEN | TWICE DAILY. 2:15 & 8:15. Doors Open One Hour Earlier.
BARNUM AND BAILEY CIRCUS
& the new 1,250 Character Spectacle Success
CLEOPATRA
A World of Foreign Arenic Sensations.
ADMISSION TO EVERYTHING 25c & 50c. Reserved Seats 75c. $1. $1.50.
PRIVATE BOX SEATS $2.50. Box Office open 9 A. M. to 9 P. M. Children under 10 years Half Price to Afternoon Performances.
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